

SURROUNDED BY HISTORY

Memorializing Our Past
Fort Eustis and Fort Story



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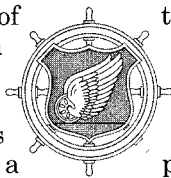
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HISTORY OF THE U.S. ARMY TRANSPORTATION CORPS

Although the Transportation Corps was not formally established until 1942, transporters have been serving the nation since the Revolutionary War. General George Washington, for example, called for military control of transportation. Congress organized a bureau system to support the troops in the field after the War of 1812. And, for nearly 100 years, the Quartermaster Department controlled military transportation. As a result of the Spanish-American War of 1898, a permanent Transportation Division in the Quartermaster Department was established.



Huge transportation requirements in World War I led to the creation of the first Transportation Corps, commanded by Brigadier General Frank T. Hines. The Corps, however, was abolished after the war in 1922.

On 31 July 1942, the Transportation Corps was officially established by Executive Order Number 9082. Rapidly, the new Corps initiated the measures to control military transportation across the world in support of World War II operations. During the war, the Transportation Corps transported more than 30,000,000 military in the United States and 7,000,000 overseas and more than 126,000,000 tons of cargo worldwide. The Corps became a permanent branch of the Army on 28 June 1950.

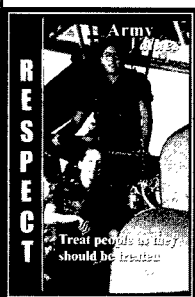
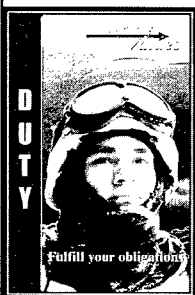
In 1947, Fort Eustis, Virginia, became the home of the Transportation Corps. Since its establishment, the Transportation Corps has stood ready to support military transportation needs worldwide. In 1948, Army transporters moved cargo to the airheads for the Berlin Airlift, and transportation units supported United Nations operations in the Korean Conflict two years later. By the end of hostilities in 1953, members of the Transportation Corps transported more than 7,100,000 tons of cargo and 3,200,000 passengers. The Corps also assisted the peacekeeping force in the Dominican Republic and began deploying military to Vietnam. For the next 10 years, the Corps provided continuous land, sea, and air support in some of the most difficult terrain of any war.

In the 1980's, transporters conducted long-range operations in Grenada and Panama. Then, during the Gulf War in 1990, the Corps sustained one of the greatest tactical moves in military history, thereby ensuring the swift, decisive victory of Desert Storm. Since the Gulf War, transporters have deployed to Somalia, Rwanda, Haiti, Bosnia, and Kosovo and have supported operations worldwide. It is the dedication and professionalism of the Transportation Corps that makes every operation possible.

The Transportation Corps is truly the ***Spearhead of Logistics.***

ARMY VALUES

- Loyalty:** Bear true faith & allegiance to the Constitution, the Army and other soldiers
- Duty:** Fulfill your obligations
- Respect:** Treat people as they should be treated
- Selfless service:** Put the welfare of the nation, the Army, and your soldiers above your own
- Honor:** Live up to all the Army Values
- Integrity:** Do what is right, legally and morally
- Personal Courage:** Face fear, danger or adversity (moral and physical)

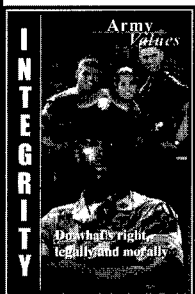
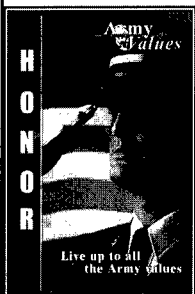


In 1998, Army Chief of Staff General Dennis J. Reimer initiated the program that teaches Army traditions and heritage, and resulted in today's Army Values. Values form the basis for the discipline that builds great soldiers. Though this program itself is new, the process of implanting values is not.

Throughout history, commanders have sought to inspire their soldiers by recognizing martial virtues or values. Formal training of the Continental Army soldier in 1775 began with Baron von Steuben's *Regulations for the Order and Discipline of the Troops of the United States*. He noted that a Captain's "first object should be to gain the love of his men by treating them with every kindness and humanity, inquiring into their complaints, and when well-founded, seeing them redressed."

General George Washington established the Badge of Military Merit to recognize "any singularly meritorious action," noting that "the road to glory in a patriot Army is open to all." This award evolved later into the Purple Heart Medal, recognizing soldiers who were killed or wounded in battle. The Medal of Honor originated during the Civil War to recognize valor, followed by the Distinguished Service Cross and Meritorious Service Medal in World War I and by the whole array of awards and decorations in use today.

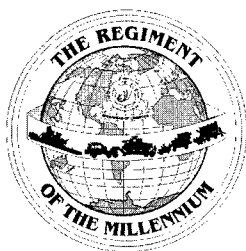
While battle honors were unofficially embroidered on standards and colors during the Civil War, the first official Lineages and Honors of the Army's regiments were not published until 1866 in the Army Register. By



1920, campaign streamers in the colors of the campaign ribbon were attached to regimental standards to show participation in campaigns. Shoulder sleeve insignia emerged during World War I, followed by regimental coats of arms and "unit crests" in the 1920s. More recently, regimental insignia have been added to the uniform, Regimental marches played at all reviews, and challenge coins have become an active part of today's esprit de corps.

The naming of forts and other military installations to honor service, sacrifice or valor dates from the American Revolution. One of the first installations named for an American soldier killed in action was Fort Montgomery, built in 1776 on the banks of the Hudson River five miles below West Point, New York. It was named for Brigadier General Richard Montgomery who was killed in action during the assault on the Citadel of Quebec, Canada on 31 December 1775. Since that time, the honoring of soldiers who exemplified Army values has grown to encompass buildings, roads and other areas on Army installations.

Memorialization Programs carry on this practice of honoring soldiers who have exemplified Army Values, particularly personal courage and selfless service.



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Note: We are always trying to improve the accuracy of the personal information on those we have memorialized. If you can provide information, please contact: Director, U.S. Army Transportation Museum, Building 300, Besson Hall, Fort Eustis, Virginia 23604-5260.

Front cover photo: Main gate to Camp Eustis, 1918.

MEMORIAL PROGRAM FOR FORT EUSTIS AND FORT STORY

The Memorial Programs for Fort Eustis and Fort Story are governed by Army regulations which permit an installation commander to name a facility, building, group of buildings, street, or area in memory of a distinguished individual or an important battle or event. Nominations are reviewed by the Memorialization Board and approved by the Installation Commander.

Nominees for memorialization are persons who are deceased, and performed an act of heroism, held a position of high responsibility, were highly decorated, performed non-combat actions that improved the Army, gave public service of national importance, or retired after a career of exceptional distinction. The relationship of the nominee to the installation or the Transportation Corps (TC) is considered, as well as the facility or area selected for naming. Nominees need not have served at the installation to be memorialized there.

Facilities are named for persons with ranks comparable to those of the primary users, or those whose careers or actions were important to the users, or well known in the locality. BOQs are named after junior officers and warrant officers; barracks named for enlisted personnel. Roads and streets are named after TC general officers, previous installation commanders and Virginia-born presidents. Ranges and training areas are named after battles significant to the entire Army, focusing on transportation importance where possible. Warehouses, utility and temporary buildings are not memorialized.

In 1942, the first memorializations were the Coast Artillery batteries at Fort Story, named by The Adjutant General's Office for U.S. Coast Artillery Corps personnel. The first Memorialization Board, organized in 1962, named streets and buildings on Fort Eustis to recognize early transportation contributions. In 1970, housing areas were named for worldwide ports

(Cherbourg, Antwerp), and in 1980, special housing was named for native Virginia plants (Magnolia House, Azalea House). In 1991, training areas at both installations were named for historic battles significant to transporters.



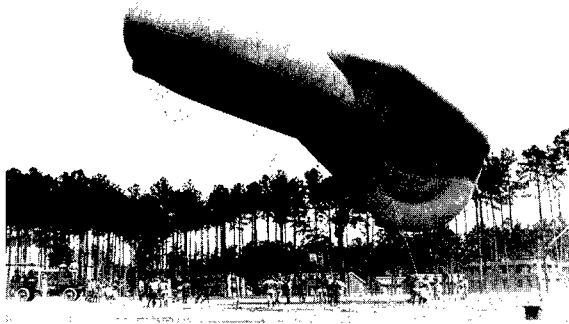
Burial ceremony at Antwerp, Belgium, 1944.

There are almost 250 memorializations on Fort Eustis and Fort Story. Predecessors of the Transportation Corps are represented (Quartermaster and Engineer), as well as other branches. All ranks, as well as civilians, and each era of our history from the Revolution through Desert Storm are evident.

FORT EUSTIS, VIRGINIA

Located on historic Mulberry Island, Fort Eustis is the home of the U.S. Army Transportation Corps. In colonial times, Mulberry Island was a prosperous farming community, and "Bourbon," one of the first brick houses has been restored at Fort Eustis. The American Revolution bypassed Mulberry Island and even the siege of Yorktown just a few miles away seems to have had little effect on the inhabitants.

Early in the Civil War, Mulberry Island was the southern anchor of the "Magruder Line," and Confederate engineers built a water battery at Fort Crafford, a pentagonal earthwork that still stands today. After the war, the inhabitants of Mulberry Island returned to farming until the First World War.

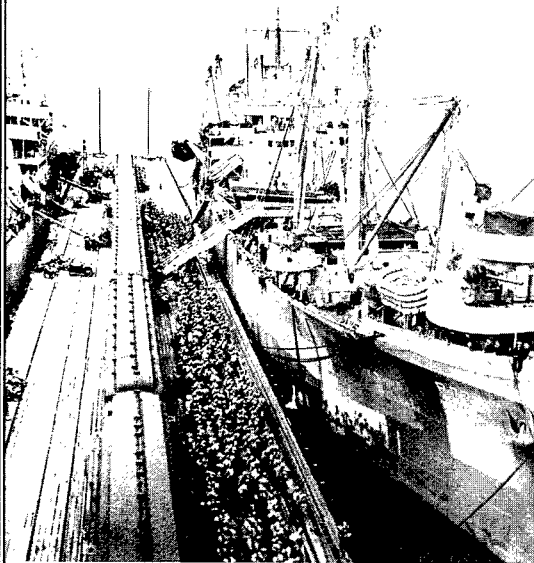


Balloon School, Camp Eustis, 1919.

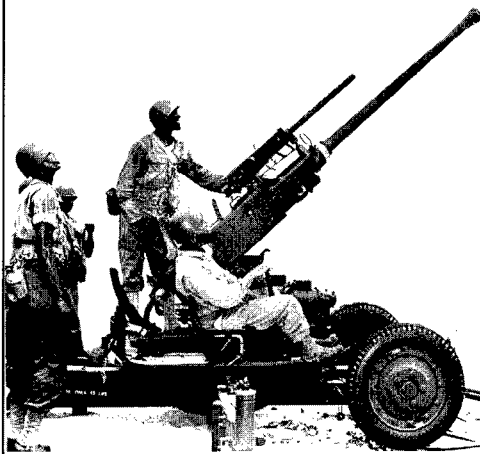
When the United States declared war on Germany in 1917, the government purchased Mulberry Island in March 1918 as a Coast Artillery Replacement training center, and established a balloon observation school. It was named for Brevet Brigadier General

Abraham Eustis, the first commanding officer of Fort Monroe. During the First World War, Camp Eustis trained over 21,000 troops for deployment overseas.

In 1923 the Camp became Fort Eustis, a permanent installation, and was garrisoned by artillery and infantry units until 1931 when it became a federal prison, primarily for bootleggers. Late in 1931, Fort Eustis was used as a Treasury Department prison camp for small time bootleggers, and as a camp by the Work Progress Administration while working on nearby sites.



Hampton Roads Port of Embarkation, 1943.



40mm Anti-Aircraft Artillery gun crew, 1943.

As war threatened again in 1940, Fort Eustis was an Anti-Aircraft Artillery (AAA) training center, training more than 20,000 crewmen before the need for these crews declined. After the AAA training moved south, a Navy hospital and a POW camp for 6,000 Germans and Italians remained at Fort Eustis.

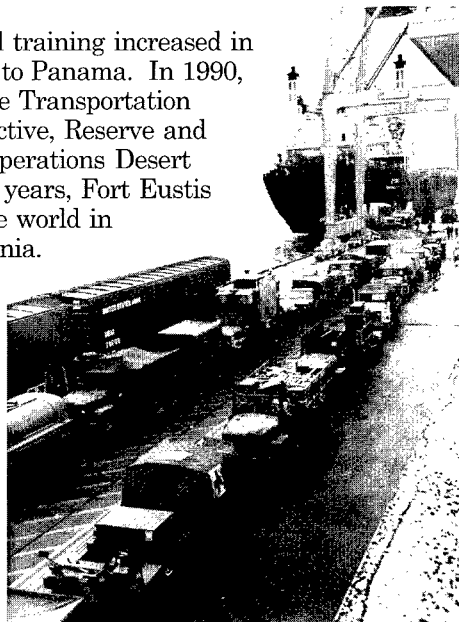
In 1946, the installation was designated the Transportation Corps Training Center, and the Transportation School was transferred from New Orleans. When the Korean Conflict broke out in 1950, training requirements increased drastically as Reserve

units were called to active duty. During the three years of the conflict, the Transportation School graduated more than 4,000 officers and 11,500 enlisted troops, with emphasis on rail operations.

During the Cold War, from 1948 to 1988, Fort Eustis continued to train transporters who were deployed around the world. An Officer Candidate School was established, as well as aviation and marine maintenance schools.

The tempo of post operations and training increased in 1989 when U.S. forces were deployed to Panama. In 1990, the 7th Transportation Group and the Transportation Center deployed and trained 7,040 Active, Reserve and National Guard soldiers to support operations Desert Shield/Desert Storm. In the ensuing years, Fort Eustis continued to deploy troops around the world in Iraq, Somalia, Rwanda, Haiti and Bosnia.

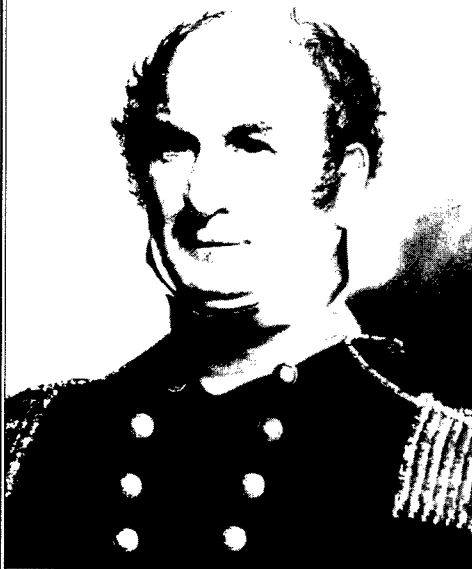
As the heart of the U.S. Army Transportation Corps, Fort Eustis is the home of the U.S. Army Transportation School and the 7th Transportation Group, and houses a unique blend of Army, Navy and Air Force units, including the Aviation Logistics School, the Military Traffic Management Command's Deployment Support Command, and the Army Training Support Center.



The SS Cyprus discharging vehicles and cargo.

BREVET BRIGADIER GENERAL ABRAHAM EUSTIS

Fort Eustis was named in honor of Brevet Brigadier General Abraham Eustis (1786-1843). Brevet Brigadier General Eustis served 35 years as a distinguished artillery officer of the Army. He graduated from Harvard in 1804 and received a master's degree in 1805. He was admitted to the Massachusetts bar in 1807 and was commissioned a captain of light artillery in 1808.

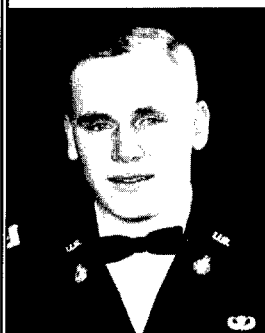


As a major, he commanded the assaulting artillery in the capture of York (Toronto) on the Niagara River during the War of 1812. Afterwards until 1821, he commanded Army activities in the just-ceded Florida. In 1824, he began a 10-year command of the Artillery School of Practice, and served on the West Point Board of Visitors and Ordnance boards. He led troops in the Black Hawk War in Illinois and the Nullification Crisis in South Carolina. During the Seminole War (1836-1837), he commanded a 'cleanout' force in Florida and was later ordered north to roundup remnants of the North Carolina Cherokees for the move to Oklahoma. He was promoted to Brevet Brigadier General in 1834.

He commanded the Northern Department in 1838 to maintain order along the Canadian Border, and then was the commandant of Camp Washington in Trenton, New Jersey. He was commanding the 6th Military Department at Portland, Maine, at his death in 1843.

FORT EUSTIS MEMORIALIZATIONS

BUILDINGS AND BUILDING AREAS



CORDELL HALL

(Building 1028) Named in honor of Captain Terry D. Cordell (1935-1962). Captain Cordell entered the military service on 14 July 1957 and attended the U.S. Army Infantry School (Airborne) and the Ranger School at Fort Benning, Georgia. After completing his training, he was transferred to Fort Dix, New Jersey, where he worked for the Overseas Replacement Station from 1957 to 1958. He then joined Company C of the 2nd Armored Rifle Battalion, of the 52nd Infantry, U.S. Army, Europe, in Bad Nauheim, Germany.

Captain Cordell transferred to the 34th Transportation Company in July of 1959 and then to the 513th Transportation Company (Medical Truck) in Worms, Germany. In February of 1960 he attended the Transportation Officer Basic Course at Fort Eustis and completed his graduate degree from Louisiana State University in Baton Rouge.

His final training, from the Special Warfare School at Fort Bragg, North Carolina, in February of 1962, prepared him for transfer to Company C, 1st Special Forces Group Airborne. In May of 1962 he was assigned as the "A" Team Leader for the Special Forces Group in the Republic of Vietnam. In the Dar Lac Province, Captain Cordell protected and lived with the Rhade tribes in their native environments. One of his innovations during this time was the development of the Village Defense Program to deter further guerrilla warfare. On 15 October 1962, Captain Cordell was killed when Viet Cong guerillas shot down his low-flying plane over the jungles of Vietnam.

Captain Cordell was awarded the Bronze Star Medal, the Purple Heart, the Armed Forces Expeditionary Medal for service in Vietnam, the Gallantry Cross with Palm, the Parachutist Badge, and the Ranger Tab.



GRONINGER LIBRARY

(Building 401) Named in honor of Major General Homer M. Groninger (1884-1963). Major General Groninger graduated from West Point Military Academy in 1908. He also attended the Command and General Staff College and the Army War College. From 1940 to 1945, Major General Groninger served as commander of the New York Port of Embarkation. In June 1945, he was assigned as commanding general for the San Francisco Port of Embarkation. He retired 31 December

1946. His decorations included the Distinguished Service Medal and the Legion of Merit.



ARTHUR HALL

(Building 2715) Named in honor of Colonel Ambrose C. Arthur (1916-1962). Colonel Arthur was a former assistant chief to the Aviation Department Technical Training Division. He retired from the Army as the deputy director of

Resident Instruction in 1961 and died the following year on 15 December 1962 at Fort Knox, Kentucky.

The facility has been used for the training and instructional courses for the Terminal and Water Transportation Branch. For a time, it served as the post Transportation Museum, and Planetarium for the study of marine radar and polar navigation.



BOTTS CHILD CARE CENTER

(Building 925) Named in honor of Colonel Joseph H. Botts (1912-1992). Colonel Botts completed his undergraduate work at Oklahoma Baptist University and his graduate work at Oklahoma A & M. He began his military career with the Transportation Corps in 1942 and was immediately deployed to the European Theater of Operations in Germany for five years. Upon his return to the United States, he dedicated the next decade of his life to the Department of Army staff in Washington D.C. Near the end of his military career he

again served for five years as the G-1 at Fort Eustis. After his retirement, he served as president of the Transportation Corps Museum Foundation and was a member of the Transportation Corps Branch Historical Advisory Board. He was also one of the Distinguished Members of the Regiment.

During his military career, Colonel Botts received the Legion of Merit, Bronze Star, Army Commendation Medal, European Theater Campaign Medal, the Occupational Service Medal with an oak leaf cluster and the Army Decoration for Meritorious Service.



GRAY RAIL SHOP

(Building 2750) Named in honor of Major General Carl R. Gray (1889-1955). Major General Gray served as a captain, major, and lieutenant colonel in World War I. He was promoted to a colonel in the U.S. Engineer Reserves. In World War II, he was appointed brigadier general in charge of the Railway Transportation Allied European Theater. He was promoted to a major general in 1945. His decorations included the Distinguished Service Medal, Legion of Merit with Oak Leaf Cluster, Bronze Star, and the Army Commendation Medal.



ANDERSON FLIGHT TRAINING FACILITY

(Building 2410) Named in honor of Colonel Paul F. Anderson (1928-1975). Colonel Anderson served as an enlisted man from 1946 to 1948. After graduating from Temple University in 1952, he received military training at the U.S. Army Transportation School of Aviation, the Command and General Staff College, and the War College.

He served as the executive officer of the 81st Transportation Company in Vietnam from 1960 to 1963. Returning to Fort Eustis, he conducted Aircraft Maintenance training from 1964 to 1966. He was instrumental in the instructional training of four new aircraft, three new engines and an ejection seat to Army field commanders. He also pioneered a new training method for the AH-1G (Cobra helicopter) program, and developed the Special Criteria for Retrograde of Army Materiel. He was serving as the Deputy Commander for Combat and Training Developments at the U.S. Army Transportation School, when he died of a heart attack on 12 July 1975.

He distinguished himself in Army aviation during 25 combat missions in Vietnam. His awards include the Legion of Merit with two Oak Leaf Clusters, the Distinguished Flying Cross, the Air Medal with ten Oak Leaf Clusters, and the Army Commendation Medal with two Oak Leaf Clusters.

STAINED GLASS WINDOWS, REGIMENTAL CHAPEL

(Building 723, Post Chapel) Nineteen stained glass windows were dedicated between 1962 - 1964 in the Regimental Chapel (then Memorial Chapel). Placed in the newly constructed chapel, the windows honor Transportation Corps units and Corps by depicting their distinctive insignia. Funded by private donations, they were created by the same company that designed windows for the U.S. Military Academy chapel at West Point and the National Cathedral in Washington D.C. The Army's chaplains purchased two of the windows to memorialize two chaplains: Captain Rollin Goodfellow and Captain Clarence W. Griggs, who were killed in action while serving with Transportation Corps units.

The 54 units represented include 19 general transportation battalions, four terminal service battalions, four port battalions and one boat battalion, six truck battalions, the Transportation School and the Arctic Command. It also included 12 rail operating and six rail shop battalions.



CLOS AUDITORIUM

(Inside Building 300) Named in honor of Colonel Delavan C. Clos (1914-1978) Colonel Clos graduated from Harvard University in 1935. His military service began in World War II and ended in 1974 when he retired serving 20 of his 30 years of service at Fort Eustis. While at Fort Eustis he served as the post's deputy comptroller. After he retired, he was a board member of the Credit Union for many years and was one of the founders of the U.S. Army Transportation Corps Museum. As treasurer he helped raise funds for

the construction of the new building, which was built in 1976. During his civilian life, Colonel Clos received the Army's Exceptional Civilian Service Award and the Patriotic Civilian Service Award. Colonel Clos died on 4 March 1978.

ALLCORN HALL

(Building 2408) Named in honor of Colonel Ford E. Allcorn (1910-1969). Colonel Allcorn distinguished himself as the first Missourian to fly in combat and the first to be wounded. He was decorated for heroism with the Air Medal with eight oak leaf clusters, the Purple Heart, and the French Cross de Guerre with a Gold Star. He started his Army training at Fort Sill, Oklahoma, where he graduated in October of 1942. He led a squad of three L-4 Piper Cubs in the invasion of North Africa on 9 November 1942. He courageously flew on without radio contact and adequate maps. When he entered a hostile territory, a ground shore anti-aircraft gun fired and seriously damaged his plane. He was shot in both of his legs but administered first aid until he was rescued several hours later. Upon his recovery, Colonel Allcorn flew missions in Italy. After the Allied Victory in 1945, he furthered his knowledge of aviation and became one of the first Army helicopter pilots. When he retired in 1961 to work for McDonnell-Douglas Aircraft Corporation, he not only held his commercial pilot's license and nearly 6,000 hours in the air, but also was rated on every Army aircraft in service at the time. Colonel Allcorn's allegiance to Army aviation was a lifetime dedication. Even in retirement, as a member of what is now the Army Aviation Systems Command, he contributed to the Army's air mobility concept for U.S. operations in Vietnam.

LEHMAN HALL

(Building 823) Named in honor of Private First Class Dennis R. Lehman (1946-1966). Private First Class Lehman died on 21 November 1966 from hostile forces in the Republic of Vietnam.



DIERDORFF HALL

(Building 2716) Named in honor of Major H. Beecher Dierdorff (1932-1966). In 1953, Major Dierdorff received a bachelors of science degree from the United States Military Academy and was commissioned a second lieutenant. His first station assignment was at Fort Benning, Georgia, where he attended Infantry School in the 44th Infantry Division. As a platoon leader, he was sent to Fort Lewis, Washington, to several different Infantry companies including the 129th and the 23rd.

First Lieutenant Dierdorff served two tours in Europe starting in 1955 as a tactics instructor, a mortar platoon leader, assistant operations officer, and executive officer of Company C, 2nd Battalion, 15th Group Infantry. Following his European service he was the adjutant for the Headquarters and Headquarters Detachment, 1st Battalion United States Infantry Command, Troop Command, at Fort Benning, Georgia, in 1959. Later he was transferred as a student officer to the Aviation School at Fort Rucker, Alabama. As an aviator, G-3, he was sent to the 8th Headquarters, United States Army Corps in Austin, Texas, in July of 1960. On his second European tour, in 1961, he served as executive officer for the Headquarters Detachment; adjutant, for the 8th Transportation Battalion; and then as operations officer of the Planning Division, Transportation Section of Headquarters Seventh Army. When he returned to the United States, in 1964, he was promoted to major and served as air operations officer, Logistics Division at Edgewood Arsenal, Maryland.

On 2 February 1966, during one of the worst winter snowstorms on the eastern seacoast in a century, Major Dierdorff was requested to evacuate and rescue a stranded expectant mother. Volunteering to perform his fifth rescue mission in two days while serving in the office of Air Operations, Major Dierdorff flew out in a UH-19 National Guard helicopter in the predawn hours. Due to inclement weather, he lost all radio contact. Disregarding the threat of the snowstorm and the personal hazard to himself, he charged on. Approximately four miles from the destination point at about 4:30 a.m., the helicopter reportedly struck a foreign object, went ablaze and crashed. Although his copilot, Specialist 5 Edward V. Caldwell, survived with minor injuries, Major Dierdorff was burned to death at the scene of the crash at the age of 34. For his gallantry and personal courage, Major Dierdorff was posthumously presented with the Soldier's Medal and was buried at West Point.



ANDERSON FIELD HOUSE

(Building 643) Named in honor of Lieutenant Olaf C. Anderson (1930-1957). Lieutenant Anderson graduated from the University of Kansas in 1952 with a bachelor of arts degree. His first assignment in September of 1952 was to the Infantry School at Fort Benning, Georgia, where he attended the Associate Basic Course until January of 1953.

Reassigned to his home state at Fort Riley, Kansas, as an executive officer of a Replacement Training Company, Lieutenant Anderson volunteered for flight training on fixed-wing aircraft at Fort Sill, Oklahoma. In February 1954 he received his wings as an Army Aviator and received orders to the Eighth Army in Korea. By October, he was promoted to first lieutenant and was transferred to the Army Aviation Maintenance Company, 8178th Army Unit, as an aircraft supply officer until July 1955.

After returning stateside, he attended the Transportation Company Officer Course at the Fort Eustis Transportation School and graduated third out of a class of 61. After his graduation, he was assigned to the Aviation Department, and worked closely with the staff and faculty of the Transportation School until he was transferred to Fort Rucker for helicopter training in July 1957. That year, he was killed when his helicopter crashed while training at Fort Rucker.

Lieutenant Anderson is noted for his high standards of life and for his role as a good model for junior officers looking to improve their world of knowledge and professional careers.



AZBILL HANGAR

(Building 2411, Felker Army Airfield) Named in honor of Warrant Officer Roy G. Azbill (1940-1964). Warrant Officer Azbill enlisted in the Army on 4 June 1960. He completed warrant officer indoctrination training and the Rotary Wing Aviators' Course in 1963. On 31 January 1964, Warrant Officer Azbill left for Vietnam and his assignment to the 68th Aviation Company. On 30 December 1964, he died in Vietnam when his helicopter crashed as a result of hostile action. For superior performance he was posthumously awarded the Silver Star, Distinguished Flying

Cross, Air Medal with four Silver Oak Leaf Clusters and V Device, Army Commendation Medal with V Device, the Purple Heart, and the Vietnam Gallantry Cross with Palm.



COLASURDO CLASSROOM

(Building 705) Named in honor of Mr. Frank Joseph Colasurdo (1911-1991). Mr. Colasurdo served this country in both a military and civilian capacity for 54 years. He began his military career in 1935, when he joined the New York National Guard. Three years later he joined the Army and served two years in the European Theater of operations. During World War II, he played a major role in alleviating a large blockade of rail cars from railroad depots in France and Belgium. Due to his exceptional performance and efficiency, he was promoted to master sergeant after

the war. In 1948, Master Sergeant Colasurdo was sergeant major of the Transportation Office at Fort Hamilton, New York. He held many other military positions before his retirement in June 1965. Some of these positions included noncommissioned officer in charge of the Joint Group, the Military Assistance Advisory Group in Spain, and chief of the Training and Documentation Branch for the 4th Transportation Command at Fort Eustis.

In 1966, Mr. Colasurdo was the principal instructor for the Terminal and Water Transport Branch, Documentation Committee of the Transportation School at Fort Eustis. In 1972, Colasurdo taught several courses on the subject of traffic management, and pioneered the Military Standard Transportation and Movement Procedures program. He was also instrumental in the instruction of Installation Traffic Management and the Defense Advanced Traffic Management Course until his death in 1991.

He was awarded the Commander's Award for Civilian Service for his devotion to military traffic management and the Department of Defense. He was also recognized by both President Reagan and President Bush.



HUNTER HALL

(Building 2730) Named in honor of Brigadier General George B. Hunter (1879-1965). Brigadier General Hunter graduated from the United States Military Academy and was commissioned a second lieutenant in the cavalry in 1904. After many distinguished assignments, he graduated with honors from the Command and General Staff School at Fort Leavenworth, Kansas, in 1923. From 1925 to 1926, he attended the Army War College in Washington, D.C. During World War II, General Hunter was highly instrumental in

organizing the port in New Orleans, Louisiana. He also organized and operated a training center for service units destined for overseas theaters. He was promoted to brigadier general on 27 March 1942 and served on active duty until 12 March 1944.

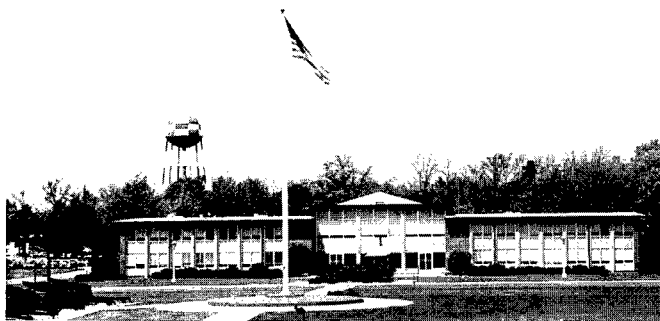


HEILEMAN HALL

(Building 210) Named in honor of General Frank A. Heileman (1891-1961). General Heileman graduated from the University of Missouri in 1914 with a bachelor of science degree in mechanical engineering. He entered his military service with the Missouri National Guard in June 1916. He was promoted to sergeant in February 1917 and commissioned as second lieutenant with the Infantry in the regular Army on 22 March 1917. He joined the 18th Machine Gun Battalion of the American Expeditionary Force in France in June

1918. Subsequently, he participated in the Meuse-Argonne offensive and served in the Gerardmore Sector, Alsace, France.

In 1923 he transferred to the Corps of Engineers and was active in flood control work and in the construction of locks and dams on the Ohio River. In 1931, he graduated from the Command and General Staff



School and was the engineer representative on the faculty at the Infantry School. He became a member of the Army War College Class of 1939-1940. Upon completion of the course, General Heileman was assigned to the War Department general staff. In 1943, he was assigned to the newly organized headquarters for the Army Service Forces as the director of supply. His overseas service was as director of supply in Army Forces, Western Pacific. In 1947, he returned to the Office of the Chief of Transportation as assistant chief. General Heileman became the Chief of Transportation in 1948 and retired from that assignment in March 1953. As the Chief of Transportation, he directed the planning and expansions required for the Army to affect large sized military troop and supply movements to the Far East in the Korean War. He also assumed the responsibility for procurement and maintenance of aircraft in a rapidly expanding Army aviation program. During this period, Congressional action created the Transportation Corps on a permanent basis.

During his military career, General Heileman received the Distinguished Service Medal, the Legion of Merit, the Bronze Star Medal, and the Army Commendation Ribbon.



MALAK HARBORMASTER FACILITY

(Building 451) Named in honor of Warrant Officer George N. Malak (1956-1991) Warrant Officer Malak enlisted in the U.S. Navy in 1975 as an interior communications electrician. In 1978, he completed submarine training and was assigned to the USS Cavalla (SSN 684). He received an honorable discharge in 1981.

In 1983, he received a bachelor of science degree in engineering from California State Polytechnic University. In 1985, he enlisted in the Army as an electronic warfare specialist and was assigned to the 311th Military Intelligence Battalion, 101st Airborne Division (Air Assault), Fort Campbell, Kentucky. Shortly after his promotion to staff sergeant, he completed the Warrant Officer Candidate School at Fort Rucker, Alabama, in 1988, and received subsequent technical training at Fort Eustis.

In July 1989, he became a marine warrant officer and chief engineer of a small tugboat with the 73rd Transportation Company, 7th Transportation Group, Fort Eustis. In August 1990, he deployed to Saudi Arabia in support of Operation Desert Shield. He was assigned to the 24th Transportation Battalion, 7th Transportation Group, and coordinated support for the host nations. His ability to speak fluent Arabic significantly enhanced the wartime logistic capability of the 7th Transportation Group and strengthened cooperation between the United States Armed Forces and the Saudi Arabian government. WO1 Malak died in an accident at Dammam Port, Saudi Arabia during Operation Desert Storm.

Throughout his military career, Malak received the Bronze Star Medal, the Army Achievement Medal with one Oak Leaf Cluster, the Navy Unit Citation, the Navy Expeditionary Medal with Star, the Army Good Conduct Medal, the Navy Good Conduct Medal, the National Defense Service Ribbon, the Army Service Ribbon, the Navy Sea Service Deployment Ribbon with Star, the Kuwaiti Liberation Medal, the Army Air Assault Badge and the Navy Submarine Dolphin Badge.

REGIMENTAL CHAPEL

(Building 923). Originally called the Memorial Chapel, the main chapel on Fort Eustis was renamed the Regimental Chapel in 1986 after the Transportation Corps was inducted into the U.S. Army Regimental System.





HURLEY CLASSROOM OF THE FUTURE

(Building 705) Named in honor of Brigadier General Paul C. Hurley (1935-1994). Brigadier General Hurley received his commission upon graduation from John Carroll University, Cleveland, Ohio. He completed the Transportation Officer Basic and Advanced courses, the Fixed and Rotary Wing Aviation courses, and the Armor Company Officer Course. He also attended Command and General Staff College, the Naval War College, and completed

his masters degree with George Washington University and the Advanced Management Programs at Northwestern University.

His career began in 1958 serving in command and staff positions in the Aviation Command at Fort Knox, Kentucky. He later served in Germany with the 24th Infantry Division and the 8th Transportation Battalion in several command and staff positions. In 1964, BG Hurley was assigned to Fort Eustis as a logistics instructor and instructional branch chief at the U.S. Army Transportation School.

After serving two tours in Vietnam, he was assigned as chief of Company Grade assignments in the Transportation Corps Branch of the Office of Personnel Operations, Military Personnel Center in Washington, D.C.

In 1972, Brigadier General Hurley was the commander of the 7th Transportation Battalion, Fort Bragg. While there, he served as assistant chief of staff for Personnel and chief of staff for the 1st Corps Support Command. In 1976, he returned to Washington, D.C., as staff officer in the Aviation Logistics Office, chief of the Performance Analysis Division and chief of the Readiness Division within the Office of the Deputy Chief of Staff for Logistics.

During February 1979, he assumed command of the U.S. Army Transportation School Brigade at Fort Eustis. He remained there until assuming duties as the assistant commandant, U.S. Army Transportation School, in May 1980. In 1982, he was assigned as the chief of staff for the Military Traffic Management Command, Eastern Area, Bayonne, New Jersey. In 1986, he returned to Washington, D.C., as director for Transportation, Energy, and Troop Support, Office of the Deputy Chief of Staff for Logistics. Brigadier General Hurley received the Legion of Merit, the Bronze Star Medal with two Oak Leaf Clusters, the Defense Meritorious Service Medal, Army Meritorious Service Medal with three Oak Leaf Clusters, the Air Medal with nine Oak Leaf Clusters and V device, the Army Commendation medal with two Oak Leaf Clusters, the Expert Infantry Badge, and the master Army Aviator Badge.



JACOBS THEATER

(Building 547) Named after Brigadier General Fenton S. Jacobs (1892-1966). Brigadier General Jacobs enlisted in the Virginia National Guard from 1909 to 1915. He reenlisted in 1916 for duty on the Mexican Border and was on active duty in the enlisted status from 23 June 1916 to 13 May 1917. He was commissioned a second lieutenant in the Organized Reserve Corps on 15 May 1917 and attended the Virginia Mechanics Institute in 1909. He attended the Cavalry School and the Command and General Staff

College; he also had equivalency credit for the National War College. From January to May of 1945, he was the commanding general for the Channel Base Section of the Communications Zone in the European Theater of Operations. From December 1948 to March 1952, Brigadier General Jacobs was also the commanding general for the Seattle Port of Embarkation. He retired 30 April 1952. His military awards include the Distinguished Service Medal, the Legion of Merit with Oak Leaf Cluster and the Bronze Star Medal.



KLEIV HANGAR

(Building 3306) Named in honor of Chief Warrant Officer Manford L. Kleiv (1924-1964). Chief Warrant Officer Kleiv served in the European Theater in World War II from 6 June 1944 to 10 November 1945. He became a helicopter pilot in 1954 and served with the 506th Transportation Company, the 6th Transportation Company, the 4th Transportation Company, and the 3rd Logistical Command. In 1962, he became an instructor at Fort Rucker, Alabama. In June 1964, he was

assigned to the 52nd Aviation Battalion. He was killed in Vietnam on 10 October 1964 as a result of hostile action. His actions at the time of his death earned him the Silver Star and the Purple Heart with Oak Leaf Cluster (both awarded posthumously). Kleiv also received the Bronze Star Medal, the Combat Infantry Badge, the Distinguished Unit Emblem, the Good Conduct Medal, the American Campaign Medal, the European African Middle Eastern Campaign Medal, the World War II Victory Medal, the Army Occupation Medal, the National Defense Service Medal with three Overseas Bars, the Army Aviators Badge, and the Armed Forces Expeditionary Medal (Vietnam).



MCDONALD ARMY HOSPITAL

(Building 576) Named in honor of General Robert C. McDonald (1881-1958). General McDonald received his doctorate degree in medicine from Tulane University Medical School in 1909 and was commissioned as a first lieutenant in the Army on 14 February 1911. He served the military for 34 years. He was a field surgeon with the Mexican Border Service in 1912. In World War I, he commanded an ambulance company of the First Division. During World War II, he was the chief of the Hospitalization and

Evacuation Branch, Army Service Forces. He worked closely with Office of the Chief of Transportation in matters relating to the movement of patients from overseas theaters, the handling of these patients at the ports of debarkation, and their transportation to hospitals throughout the Zone of Interior. The procedures and equipment developed during that time were the forerunners of the present concept of patient regulation and movement. During his military career, General McDonald was an instructor at the Army Medical Field Service School and the Command and General Staff School. He was an executive officer for the Surgeon General, a surgeon with the Third Army, a surgeon with the Third Service Command, the commanding officer of England General Hospital and a surgeon with the Fourth Service Command.

General McDonald graduated from the Army Medical School, Command and General Staff College, and the Army War College. His decorations include the Legion of Merit.



HARLOFF HALL

(Building 2720) Named in honor of Colonel Edwin L. Harloff (1906-1962). Colonel Harloff was the former chief of the Army Transportation School's Technical Training Division. During his 20-year army career, Colonel Harloff was active in army aviation, including assignments at the Army Aviation School, then located at Fort Sill, Oklahoma, and the Army Transportation School at Fort Eustis. At the Army Aviation School, he was the director for the Department of Aviation Maintenance and assistant commandant and

director of Instructors. From January 1955 to March 1961, Colonel Harloff served in various assignments at the Army Transportation School. When he retired, he was the chief of the Transportation Technical Training Division. After retirement, he served for almost two years in a civilian capacity in the Technical Training Division's Plans and Projects Branch.



POWERS WELCOME CENTER

(Building 601) Named in honor of Private First Class Leo J. Powers (1909-1967). Private First Class Powers joined the Army at the age of 35. On 3 February 1944, his company was assigned the mission of capturing Hill 175, the key enemy strong point northwest of Cassino, Italy. The enemy, estimated to be 50 in strength, pinned his company down and inflicted eight casualties. Enemy machine guns were emplaced in three pill boxes and mortar fire came from behind the hill. Private Powers under continuous enemy fire, destroyed all three pill boxes with grenades. He worked his way over the entire company front, against tremendous odds, and single-handedly broke the backbone of the heavily defended and strategic enemy position. His

actions, enabling his regiment to advance into the city of Cassino earned him the Medal of Honor. He died in Montana on 14 July 1967.



MULLER HALL

(Building 401) Named in honor of Major General Walter J. Muller (1895-1967). Major General Muller graduated from West Point Military Academy in 1918. He also attended the Infantry School and the Command and General Staff College. He was the G-4 for the Western Task Force in Europe and for the Third U.S. Army in Europe. From 1945 to 1947, he was the director of military for the government in Bavaria and was chief of logistics at Fort Monroe, Virginia, from 1947 to 1948.

He was commanding general of Fort Eustis and commandant of the U.S. Army Transportation School from 1948 to 1951. Other assignments included deputy chief of staff for Personnel and Logistics SHAPE, commanding general for the Port of Embarkation, Bremerhaven and member of the Secretary of the Army's Review Board Council. He retired on 30 November 1956. His decorations included the Distinguished Service Medal, the Legion of Merit with Oak Leaf Cluster, the Bronze Star Medal with Oak Leaf Cluster and the Army Commendation Medal.

WHITAKER HALL

(Building 2716) Named in honor of Chief Warrant Officer Jack F. Whitaker (1927-1963). Chief Warrant Officer Whitaker served as an enlisted soldier from October 1945 to May 1947. He enlisted again during the Korea Conflict in September 1950, and served at Fort Eustis 1951-1952. In September 1952, he was promoted to warrant officer. He had a long and dedicated career, both as an Army aviator and as a maintenance officer. He was placed on a temporary disability retired status in 2 December 1963, and died only days later.



SHIPP HALL

(Building 2715-11) Named in honor of Colonel Beverly A. Shipp (1891-1970). Colonel Shipp enlisted in the National Guard from 1912 to 1916 and then entered active duty. He was a candidate at the Reserve Officers Training School, Fort McPherson, Georgia. In 1917, he became a second lieutenant in the Infantry Officers Reserve Corps. He was honorably discharged in 1919 and became a first lieutenant in the Army in July 1920. He served in numerous overseas tours and was an assistant professor of Military Science and Tactics at Pennsylvania State College and the University of Tennessee. In 1943, Colonel Shipp was the first commandant of the Officer Candidate School Number Four, which later became the first U.S.

Army Transportation School at Starkville, Mississippi. Throughout the next five years, he had assignments in the Canal Zone, England, and the United States. He retired from service in 1948. His decorations included the Distinguished Service Cross, the Silver Star, the Bronze Star Medal, and the Purple Heart.



MODISETT NCO ACADEMY

(Building 650) Named in honor of Brigadier General Benjamin F. Modisett (1900-1966). Originally dedicated as Modisett Service Club, this building is currently called Modisett Non-Commissioned Officer (NCO) Academy. Brigadier General Modisett served on active duty as an enlisted service member from 1921 to 1924, and in 1927 was commissioned as a second lieutenant. As a colonel in 1950, he transferred from the Quartermaster Corps to the Transportation Corps. His military schools included the Infantry

School at Fort Benning, Georgia; the Command and General Staff School in Washington, D.C.; and the U.S. Army Transportation School at Fort Eustis. In 1954, he was promoted to brigadier general. At the time of his retirement in 1956, Brigadier General Modisett was assigned as the special assistant to the commanding general of the Headquarters, Pacific Transportation Terminal Command at Fort Mason, California. He was awarded the Legion of Merit.



SCHUMANN BUILDING

(Building 1411) Named in honor of Major John R. Schumann (1932-1966). Major Schumann was commissioned as a second lieutenant in the U.S. Army Reserves for the Transportation Corps in 1954. He attended the Transportation School at Ft. Eustis; the Quartermaster School at Fort Lee; the Advanced Administrative Management School at George Washington University; the Explosive Ordnance Reconnaissance in Graftenwohr, Germany; and the Military Assistance Training Advanced Course in Vietnam.

He was also assigned to the Amphibious Training Command in Virginia. While assigned to the U.S. Military Assistance Command in Vietnam, he was reported missing in action on 16 June 1965. A prisoner in Vietnam, he died on 7 July 1966 as a result of a kidney infection and pneumonia. His decorations included the Silver Star, the Army Commendation Medal, and the Purple Heart.



VINCENT HALL

(Building 2715) Named in honor of Lieutenant Colonel Donato N. Vincent (1920-1963). Lieutenant Colonel Vincent spent his life's work in Army aviation maintenance. He enlisted as a private in the Army in 1938. He advanced to staff sergeant and was accepted at the Officer Candidate School at Carlisle Barracks, Pennsylvania. After graduation, he was commissioned as a second lieutenant in 1942. He served in the Quartermaster Corps for eight years and transferred to the Transportation Corps in July 1950 at Fort Eustis. He served in numerous capacities in the 756th Transportation

Railway Shop Battalion. During 1960 and 1961, he completed the Officers' Rotary and Fixed Wing Aviator courses. From 1961 to 1962, he was the commanding officer for the 3rd Transportation Battalion at Fort Benning, Georgia. His final assignment to Fort Eustis was from August 1962 to August 1963, when he served as the chief of the Curriculum Branch for the Office of the Director of Instruction. He was awarded the Legion of Merit (posthumously). His other awards included the Army Commendation Medal with two Oak Leaf Clusters.



OTTENBERG HALL

(Building 2418) Named in honor of Chief Warrant Officer Barry B. Ottenberg (1942-1984). Chief Warrant Officer Ottenberg entered active duty on 16 June 1961 as an aircraft maintenance technician. He mastered other specialties to include airplane maintenance and command aircraft maintenance. He spent most of his active duty time in Thailand, Vietnam, and Germany. In 1971, he was promoted to warrant officer and attended the Aviation Maintenance Course, the AH-1G Cobra Course and the Cobra Test Pilot Course. His assignments included the 334th Aviation

Company (Attack Helicopter), 11th Aviation Group (Combat) in Germany, and the Air Cavalry Troop, 3rd Armored Cavalry Regiment at Fort Bliss, Texas. He was then assigned to Fort Eustis as an instructor pilot in the Directorate of Training and Doctrine, 1st Staff and Faculty Company; and instructor of the 100EE Course, Department of Aviation Trades and Training, Aviation Logistics School. He was introduced to the AH-64 program while performing numerous test activities for the development of the Hellfire Missile System at Fort Bliss. Putting aside personal plans for retirement, he accepted reassignment to Fort Eustis to coordinate the development of an Aircraft Armament Officer's Course. As branch chief of the Aircraft Armament Maintenance Technician's Course, he supervised course development, wrote lesson plans, requisitioned equipment and trained key personnel and instructors. He was branch chief and chief instructor of the AH-64 program for the Director of Aviation Trades Training. He earned his associates degree in aeronautics from Embry Riddle University and completed his bachelor's degree in 1984. He received the Army Commendation Medal with two Oak Leaf Clusters, the Army Forces Expeditionary Medal, the National Defense Service Medal, the Good Conduct Medal, the 3rd Award and Senior Aviator Wings.

KENNEDY HALL

(Building 829) Named in honor of Corporal William Edward Kennedy (1944-1966). Corporal Kennedy entered the Army in 1965 and received basic combat training at Fort Polk, Louisiana. He was then assigned to the 87th Transportation Company, Fort Lewis, Washington, and deployed with that unit to the U.S. Army Pacific. He further deployed to Vietnam on 30 September 1966. On 21 November 1966, he died as a result of third degree burns when an enemy mortar round hit his military vehicle. He was promoted to a corporal (posthumously) on 20 November 1966. He was awarded the Vietnam Service Medal with one Bronze Service Star, the Republic of Vietnam Campaign Medal with Device, the National Defense Service Medal, the Sharpshooter Badge with Rifle Bar and the Purple Heart (posthumously).



SPEAR HALL

(Classroom A, Building 2730) Named in honor of Sergeant Major Ellis W. Spear (1928-1978). Sergeant Major Spear entered the service in 1947 and served in various enlisted positions in transportation during his 29-year career in the United States, Japan, Korea, Germany, Vietnam and Cambodia from 1947 to 1976. From 1976 to 1978, he was selected to serve as the company commander of Company E, 2nd Battalion, Transportation School Brigade in an experimental program where NCOs replaced officers as company commanders. From 16 January 1978 until his untimely death on 12 December 1978, he was chief of the Noncommissioned Officer Education System within the U.S. Army Transportation School, Fort Eustis. He was memorialized as a "great leader, whose insight, knowledge and influence indisputably enhanced the quality of officer, NCO and enlisted personnel graduating from the Transportation School."



SUNDERLAND ROOM

(Fort Eustis Club) Named in honor of Major General Archibald H. Sunderland (1876-1963). [The Sunderland Room was renamed in 1988 as the Regimental Room.] Major General Sunderland received his commission from the U.S. Military Academy in 1896. He served two tours in the Philippines, one tour in Hawaii, and one in France. After his return from France, he was assigned to the Coastal Artillery School at Fort Monroe. At that time, Fort Eustis was being developed as a Coast Artillery installation to be used for artillery field training with the school at Fort Monroe. In December 1918, Major General Sunderland became the first commanding general at Fort Eustis and served in that capacity until June 1919. He returned to Fort Eustis ten years later as the commander of the 51st Coast Artillery Regiment, shortly before the installation was abandoned during the depression. He served four years as the chief of the Coast Artillery before retiring in 1940. He was awarded the Distinguished Service Medal, the Philippine Campaign Medal, the Mexican Border Service Medal; the World War I Victory Medal with Clasp for Defensive Sector, and the American Defense Service Medal.



TANKERSLEY CLASSROOM

(Building 705 Named in honor of Major John H. Tankersley (1920-1977). Major Tankersley entered the Army in 1940 and served for 10 years in the Infantry with combat tours in North Africa, Sicily and Italy. He accepted a direct commission in the U.S. Army Transportation Corps in 1948, and was widely recognized as an expert in rail operations. He retired from active duty in 1960 after various transportation positions in Japan, Washington D.C., and Fort Eustis. He carried his rail expertise into the position of instructor in the

Rail Branch of the U.S. Army Transportation School. Later, he was the chief of the Rail Branch and then became the assistant chief of the Transportation Management and Employment Division. His tenure at the school was of such length that he, at one time, either taught or had contact with virtually every Transportation Corps officer on active duty.



PATTERSON HALL

(Building 2716B) Named in honor of Warrant Officer Searle Henry Patterson (1945-1982).

Warrant Officer Patterson was heavily involved with the CH-47 Chinook helicopter program since entering the Army in October of 1965. He served as a helicopter repairman, flight engineer, technical inspector, and service school instructor. In his assignment as training noncommissioned officer of the Multi-Engine Tandem Rotor Division, Department of Aviation Systems, he developed technical manuals and training devices for the

CH-47 helicopter. His assignments included three tours of duty with the First Cavalry Division, two of which were in Vietnam; a tour with the 242nd Aviation Battalion in Alaska; and two instructor tours, one at Fort Rucker and one at Fort Eustis. He graduated from both the Transportation and Adjutant General Advanced Noncommissioned Officer Education System courses, the Noncommissioned Officers Logistics Course, the Rotary Wing Technical Inspectors Course and the Army Pre-commissioning Course. He earned his Associate Degree in Professional Aeronautics from Embry Riddle Aeronautical University in 1978 and was working on a Bachelor of Science Degree from Saint Leo College, when on December 1982, he suffered a fatal heart attack. He was posthumously appointed to the grade of Warrant Officer 1. His awards include the Bronze Star, the Army Commendation Medal with "V" device and two Oak Leaf Clusters, the Vietnamese Cross of Gallantry, five awards of the Good Conduct Medal and two awards of the Meritorious Unit Citation.



VOORHEES EMERGENCY SERVICES CENTER

(Building 648) Named in honor of Brigadier General Frederick T. Voorhees (1904-1990). Brigadier General Voorhees attended the University of Tennessee and graduated from George Washington University in 1928. He received his Reserve Corps commission as a second lieutenant in 1925 through participation in the federal Citizens Military Training Camp program. In 1940, he entered the federal service and commanded a battalion in the 299th Infantry in

Hawaii. Later, he was the commander of the 325th Quartermaster Battalion and quartermaster for the 25th Infantry Division. In early 1942, he was a beach master for the XIV Corps and then commander of the 101st Quartermaster Regiment on Guadalcanal. He inaugurated Army port operations at Guadalcanal, New Georgia, and Bougainville, and served in various other transportation units in the Pacific theater. After returning to the states, he was one of the original transportation instructors at the Armed Forces Staff College in 1946, and wrote the first textbook for instruction there. He graduated from the Army War College in 1951 and served two years as the chief of the Planning Branch, Supply Division with the Office of the Assistant Chief of Staff, G-4, Department of the Army in Washington, D.C. From June 1953 to June 1954, he commanded the Hampton Roads port of embarkation and then the 373rd Transportation Port Command in Newfoundland. He returned to the United States in August 1955, and became commandant of the U.S. Army Transportation School, Fort Eustis. After retirement, he served nine years as vice president for government services for SEATRAN. He was twice awarded the Bronze Star Medal (once by the Army and once by the Navy) and the Army Commendation Ribbon with Metal Pendant.



WYLIE HALL

(Building 705) Named in honor of Brigadier General Robert H. Wylie (1899-1964). Brigadier General Wylie was commissioned as a second lieutenant in 1918 in the Infantry. In 1921, he was promoted to first lieutenant in the Quartermaster Corps. After numerous assignments in the Quartermaster Corps, he attended the Army Industrial College in Washington, D.C. In January 1942, he was assigned as the assistant chief of Transportation for Operations in Washington, D.C. He was highly instrumental in the establishment of the Officer Candidate School, which later became

the U.S. Army Transportation School. He was promoted to brigadier general in 1942 and retired in 1947.



TIGNOR ARMY DENTAL CLINIC

(Building 669) Named in honor of Colonel Edwin Payne Tignor (1872-1963). Colonel Tignor received a degree of Doctor of Dental Surgery from the University of Maryland in 1889 and a Degree in Medicine there in 1890. He was one of the original contract dental surgeons with the U.S. Army from 1901 to 1911, serving at various western posts. In 1911, his contract was terminated and he was commissioned first lieutenant and appointed as a dental surgeon for the Army. Within that period, he served in the Philippine Islands and at various

Army posts along the east coast of the United States. One of them was at Fort Monroe, Virginia, where he served as the post's dental surgeon. By 1918, he was a colonel and served with the American Expeditionary Forces in Europe. Upon returning to the United States in 1919, Colonel Tignor was assigned as the department dental surgeon for the Headquarters of the Southeastern Department in Charleston, South Carolina. He was then assigned to the Fourth Corps area at Fort McPherson, Georgia, as the assistant to the Corps Area Surgeon. He retired in 1922. He was awarded the Mexican Border Service Medal, the World War I Victory Medal, and the Army of Occupation of Germany Medal.



DAHL MEMORIAL HALL

(Building 825) Named in honor of Specialist 4 Larry G. Dahl (1949-1971). Specialist 4 Larry G. Dahl served as a machine gunner on a gun truck near An Khe, Vietnam while assigned to the 359th Transportation Company, 27th Transportation Battalion, U.S. Army Support Command at Qui Nhon, Vietnam. On 23 February 1971, the gun truck in which Specialist Dahl was riding was sent with two other gun trucks to assist in the defense of a convoy under ambush. They entered the battle zone and engaged the enemy with a heavy volume of machine gun fire, causing a large number of casualties. After a brief period of

intense fighting, the attack subsided. As the trucks were returning to their escort duties, an enemy hand grenade was thrown into Specialist Dahl's truck. He called out a warning and threw himself directly onto the grenade. Through his indomitable personal courage, complete disregard for his own safety and profound concern for his fellow soldiers, Dahl saved the lives of the other members of his truck crew while sacrificing his own. He was awarded the Medal of Honor (posthumously).



ROTA BOOKSTORE

(Transportation School, Building 705) Named in honor of Mary Marie Rota (1924-1992) Mary Rota enlisted in the Women's Army Corps in 1953 and received basic training at Fort Lee, Virginia. She was assigned to work in the U.S. Army Transportation School's bookstore at Fort Eustis, where she spent the remaining two years of her military career. As a civilian, she continued to work at the bookstore and became the manager. She remained at the school until her retirement in 1976. Her lifelong dream to open her own

bookstore became a reality when she opened "Marie's Book Store" in Newport News, Virginia. Her store specialized in hard to find books for schools, hospitals, government libraries and private individuals.



SILVENT OUTDOOR RECREATION CENTER

(Building 828) Named in honor of Mr. Joseph E. Silvent (1916-1989). Mr. Silvent had a distinguished civilian career of 42 years, serving at Fort Story and Fort Eustis. He worked primarily in the supply division, beginning in 1944, working his way up from a GS-2, supply clerk to GS-13, chief of the Installation Supply Division. He retired from civil service in 1977, and then volunteered his time from 1977 to 1981 at the Outdoor Recreation Center, setting up supply

warehouse operations. In 1988, Mr. Silvent was hired as a recreation aid for the Outdoor Recreation. He stated that his goal was to work over 50 years at Ft. Eustis, and he accomplished that goal before his death in 1989.

COMPTON WING

(Building 650, NCO Academy) Named in honor of Command Sergeant Major Linden F. Compton (ca. 1932-1994). Compton served for 30 years in the U.S. Army in the Infantry and Armor from 1951 to 1970 and in the Transportation Corps from 1971 to 1981. After his retirement from the Army, he worked in construction and building maintenance, and became a maintenance mechanic and foreman at the Fort Eustis Directorate of Public Works. His military decorations include the Bronze Star Medal, Meritorious Unit Citation with one Oak Leaf Cluster, Legion of Merit, and Meritorious Service Medal with one Oak Leaf Cluster.



ATKINSON HALL

(Building 2717) Named in honor of Brigadier General Frederick Dwight Atkinson (1905-1971). Brigadier General Atkinson was born in New Cumberland, West Virginia, and received a bachelor of arts degree from Washington-Jefferson College in Pennsylvania. He graduated from United States Military Academy in 1930 and was commissioned in field artillery. He served in field artillery until July 1950 when he transferred to the Transportation Corps. He served as Corps Transportation Officer, I Corps and 8th Army, and

then as executive officer and deputy terminal commander, Brooklyn Army Terminal. After an assignment as transportation officer, United States Army Europe, he assumed command of the Transportation School in August 1959, and remained as commandant until his retirement in June 1960. He was awarded the Legion of Merit for his services in the I Corps and 8th Army.



J. BENJAMIN HALL BUILDING

(Building 579) Named in honor of Colonel J. Benjamin Hall (1947-1996). Colonel Hall received a bachelor of science degree in Psychology from Morgan State University, Maryland, in 1971 and was commissioned into the United States Army Medical Service Corps. He graduated from Dartmouth Medical School in New Hampshire in 1979 and completed his Obstetrics-Gynecology residency at Fitzsimons Army Medical Center in Colorado in 1983. He assumed command at McDonald Army Community Hospital at Fort

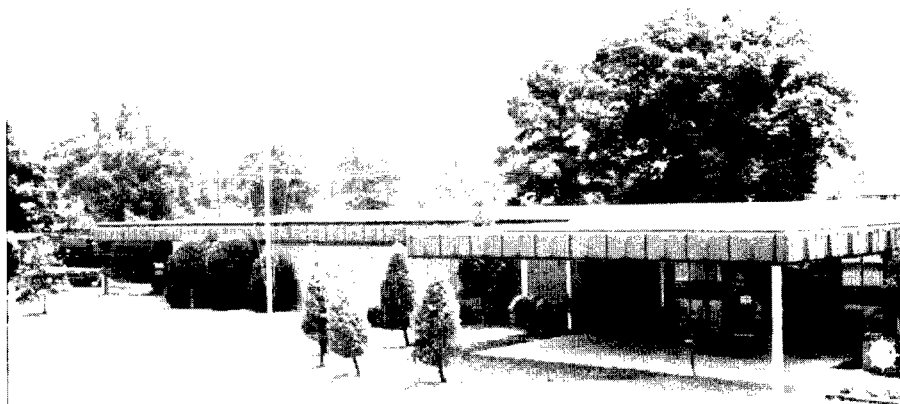
Eustis upon his completion of the United States Army War College in Carlisle, Pennsylvania. From 1983 to 1987, he was chief of the Department of Surgery and chief of Obstetrics-Gynecology at the 67th Evacuation Hospital in West Germany. In 1987, he was chief of the Ambulatory Care Service with the Department of Obstetrics-Gynecology at Tripler Army Medical Center, Hawaii. From 1989 to 1993, he served as senior medical officer, division surgeon and deputy commander for Clinical Services for the 24th Infantry Division at Fort Stewart, Georgia. His military awards include the Bronze Star, the Legion of Merit, the Meritorious Service Medal with three Oak Leaf Clusters, the Army Commendation Medal, the Army Achievement Medal, the Order of Military Medical Merit, the National Defense Ribbon, the Armed Forces Reserve Medal, the Army Service Ribbon, the Overseas Service Ribbon, and the Saudi Kuwait Liberation Medal.



BESSON HALL

(Building 300, U.S. Army Transportation Museum) Named in honor of General Frank S. Besson, Jr. (1910-1985). General Besson was a 1932 graduate of the U. S. Military Academy, and earned a master's of civil engineering from Massachusetts Institute of Technology in 1935. Following early assignments with the Corps of Engineers, he was assigned to the Engineer Board at Fort Belvoir, Virginia, working on development of military equipment, and was instrumental in adoption of the Bailey Bridge. In 1943, he was assigned as Assistant

Director and General Manager of the Third Military Railway Service in Iran, assuming full command in 1944. The youngest brigadier general in World War II, he held key positions in the Western Pacific, and was responsible for rebuilding the Japanese railways. He was later commander of rail operations for Japan, the Philippines, the Marianas, and Korea. He was then assigned to Supreme Headquarters Allied Powers Europe, and later Deputy Chief of Transportation where he worked with the concepts of containerization, roll-on/roll-off vessels, and improved amphibious vessels. In 1953, he commanded the Transportation Center and School at Fort Eustis. In 1958, he was appointed Chief of Transportation, and in 1964, after organizing the Army Materiel Command, he received his fourth star to become the only logistics general to be promoted to that rank in peacetime. He retired in 1969, returning briefly to active duty as Chairman of the Joint Logistics Review Board reporting on logistics problems in Vietnam. In 1970, he was appointed by the President of the United States as founding director of the National Rail Passenger Corporation, the operators of AMTRAK. The U.S. Army Transportation Museum was dedicated in his honor on 26 July 1986.





COLONEL JOHN B. GLOVER BUILDING

(Building 830) Named in honor of Colonel John B. Glover, the Army's first identified mariner and General George Washington's commander of the first Army watercraft. A self-made merchant and ship-owner during the mid-1700s, Glover had served as a major under Colonel Jeremiah Lee, and was appointed colonel of the 14th Massachusetts "Marblehead" Regiment upon Lee's sudden death in 1775. Colonel Glover was then charged by General Washington to build and command the Army's first watercraft regiment. He was instrumental in saving the

American Army from annihilation when he organized and executed its evacuation from Long Island in 1776. His strategic skills, combined with his ability to lead the Marblehead regiment, earned him a promotion to general.

VRBA HANGAR

(Building 3301) Named in honor of Major James M. Vrba, Jr. (1936-1968). Major Vrba entered active duty in 1960 and attended the U.S. Army Transportation School, the U.S. Army Primary Helicopter School, and the U.S. Army Aviation School. His assignments included the 544th Transportation Detachment, Fort Knox; the 45th Transportation Detachment, Georgia; and the 167th Transportation Detachment, Vietnam. He also served as an instructor pilot at the U.S. Army Primary Helicopter School. At the time of his death, he was commander of the 150th Transportation Detachment in Vietnam. Through his unparalleled leadership and daring actions, he stopped the main advance of an enemy force in an attack on Vinh Long Air Field. For his heroism, he was awarded the Silver Star (posthumously). Throughout his military career, he received the Bronze Star with Oak Leaf Cluster, the Air Medal with eight Oak Leaf Clusters, and the Purple Heart.

HOUSING

HOUSING AREAS

In 1962, the Memorialization Board recommended that the housing areas on Fort Eustis be named for significant Transportation Corps port activities of World Wars I and II and Korea. Approval for these names was not official until 1970, when the board also voted to include Vietnam. The designations were:

100 & 300 areas - Inchon Village
1100 area - Cherbourg Village
1900 area - Le Havre Village
2100 area - St. Nazaire Village
2300 area - Okinawa Village
2500 area - Marseilles Village
2700 area - Newport Village
2900 area - Antwerp Village



Magnolia House

DESIGNATED HOUSING

Selected designated quarters and guest cottages were named in 1980 for plants and trees native to Virginia. These include:

Azalea House, Quarters 420 Lee Boulevard
Bayberry House, Quarters 2781 Tracy Place
Big Oak Farm, Quarters 1129 Dwyer Circle
Camellia House, Quarters 1122 Dwyer Circle
Evergreen House, 2929 Summerall Circle
Holly House, Quarters 2935, Summerall Circle
Magnolia House, Commanding General's Quarters 436 Lee Boulevard
Pine Cottage, Distinguished Visitor Quarters 429 Lee Boulevard
Crepe Myrtle Cottage, Guest Quarters 1121 Dwyer Circle
Poison Ivy Cottage, Guest Quarters 1123 Dwyer Circle

YORK HOUSE

(Quarters 2782) Named in honor of Sergeant Alvin Cullum York (1887-1964). York House was added to the list of designated quarters in 1994 by the Command Sergeants Major Council, when special quarters were authorized by Department of the Army for installation Command Sergeants Major. Born in Tennessee, Alvin York was drafted in 1917 during World War I. Able to shoot accurately at ranges of 200, 300 and 500 yards, he impressed the regular Army officers with his ability to use a gun. At the battle of the Argonne Forest in the fall of 1918, while serving with the 82nd Infantry Division, he killed 25

Germans, knocked out 35 machine guns, and captured 132 prisoners almost single-handedly. He received the French Medaille Militaire and Croix de Guerre, the Italian Croce de Guerra and the American Medal of Honor.



WILSON BACHELOR'S QUARTERS

(Building 2113) Named in honor of First Lieutenant David R. Wilson (1944-1968). First Lieutenant Wilson was a graduate of Pennsylvania Military College and the Transportation Officer Basic Course, U.S. Army Transportation School. Prior to his assignment in Vietnam, he served as a tactical officer for the Transportation Officer Candidate School at Fort Eustis. At the time of his death, he was a platoon leader assigned to the 64th Transportation Company. He distinguished

himself while serving as commander of a supply convoy that was ambushed near An Khe, Vietnam. Although passed the danger area, Lieutenant Wilson returned to the scene of action to lead his men to safety. He drove the length of the convoy. With complete disregard for his own safety, he turned around, reentered the kill zone and led the rear element of the convoy. While making this final courageous effort to ensure the survival of his men, he was mortally wounded. Lieutenant Wilson was awarded the Silver Star (posthumously) and the Purple Heart.

HAMMERSLA BACHELOR OFFICERS' QUARTERS

(Building 2129) Named in honor of First Lieutenant James P. Hammersla (1943-1968). First Lieutenant Hammersla joined the Army Reserves on 13 September 1967. On 2 September 1968, he was assigned to the 279th Transportation Company and deployed to Vietnam. He was killed on 17 December 1968 when a battalion size force of North Vietnamese Army troops ambushed his convoy. His actions earned him the Distinguished Service Cross (posthumously) and Purple Heart with Oak Leaf Cluster (posthumously).



JAECK BACHELOR OFFICERS' QUARTERS

(Building 2110) Named in honor of First Lieutenant Richard E. Jaeck (1939-1964). First Lieutenant Jaeck was commissioned a second lieutenant in the Army Reserves in 1962. He was a commissioned officer from 30 March 1962 to 14 March 1964 with the active service. He attended the U.S. Army Transportation School, Fort Eustis, and the U.S. Army Aviation School, Fort Rucker, Alabama. At the time of his death, First Lieutenant Jaeck was assigned to the 73rd Aviation Company and was piloting an L-19 aircraft on a

combat support mission in Vietnam. He died when his aircraft crashed as a result of hostile action. His decorations included the Silver Star, the Distinguished Flying Cross, the Air Medal with nine Oak Leaf Clusters, and the Purple Heart.



DADANTE BACHELOR OFFICERS' QUARTERS

(Building 2112) Named in honor of First Lieutenant Leonard J. Dadante (1941-1965). First Lieutenant Dadante started his military career at Fort Eustis in 1963 when he attended the Transportation Officer Basic Course. While at Fort Eustis, he served in the 774th Transportation Group Railway and then as the executive officer and commanding officer of Headquarters Company of the 763rd Transportation Battalion. He later became the unit's assistant adjutant. In

1964, he attended the Officer Rotary Wing Aviator Course at the United States Army Primary Helicopter School in Fort Wolters, Texas. In 1965, he received his final training at the Officer Rotary Wing Aviator Course (Phases II and III), U.S. Army Aviation School, Fort Rucker, Alabama. Immediately following his training, he was transferred to Vietnam to serve in Company "A" of the 101st Aviation Battalion.

On 27 August 1965, in Vi Thanh, Vietnam, he served as the fire team leader of a UH-1B helicopter section to provide aerial protection and support of Army ground units caught under hostile enemy fire. After his helicopter was hit, he successfully landed it 150 meters from the Viet Cong lines. Dadante attempted to evasively carry wounded troops to a safe haven 30 meters from the landing site. Despite being wounded by enemy fire, he retrieved an M-60 machine gun with ammunition from his helicopter and maintained a defensive position just long enough for the rescue helicopter to land and for him to carry his critically injured crew chief to safety. On 9 September he died as a result of his injuries.

Throughout his military career, First Lieutenant Dadante received numerous awards. They included the Silver Star, the Air Medal with Letter "V" Device and Numeral 8, the Army Commendation Medal with letter "V" Device, the Purple Heart with one Oak Leaf Cluster, the Presidential United Emblem with one Oak Leaf Cluster, the National Defense Service Medal, the Armed Forces Expeditionary Medal in Vietnam, the Republic of Vietnam Campaign Medal with Device (1960), the Parachutist Badge, the Army Aviator Badge, the Republic of Vietnam National Order Medal, Fifth Class (Foreign Award), and the Republic of Vietnam Gallantry Cross with Palm Unit Citation Badge (Foreign Award).

HATFIELD BACHELOR OFFICERS' QUARTERS

(Building 2128) Named in honor of Captain Raymond D. Hatfield (1906-1950). Captain Hatfield was commissioned in the Army on 3 November 1943. He served in the Asiatic-Pacific Theater from 14 November 1945 to 22 January 1946 and was released from active duty 11 May 1946. He returned to active duty 22 October 1948 and reported to the Far Eastern Command, 27 May 1949, where he was the Division Transportation officer for the 24th Infantry Division.

On 20 July 1950 at Taejon, Japan, Captain Hatfield was killed in action as an overwhelming enemy force, supported by armor, penetrated the defenses of the division around the city. He personally directed evacuation of critical supplies and ammunition, attempting to repair a damaged locomotive and other rail equipment necessary to permit the movement of an ammunition train to preclude its capture. In the course of this day's action, he was mortally wounded.

His selfless action earned him the Silver Star (posthumously), the Bronze Star with First Oak Leaf Cluster, and the Purple Heart (posthumously).

DRAKE BARRACKS

(Building 1003) Named in honor of Sergeant Richard Guy Drake (1929-1968) Sergeant Drake served in the U.S. Air Force from December 1946 to January 1953. In January 1956, he enlisted in the Army. His assignments included duty in Alaska, Korea, Germany, and Vietnam. At the time of his death, Sergeant Drake served as assistant march unit commander with the 534th Transportation Company. Located on both sides of the road, a North Vietnamese Battalion ambushed the convoy. While his vehicle was forced to stop by stalled vehicles, Sergeant Drake and other occupants of the vehicle took up defensive positions on the right side of the road and returned fire. While firing his M-16, he was wounded in the left shoulder by enemy grenade fragments. Despite his wounds and continuing to fire at the enemy, he realized his defensive position was not adequate, so he and his machine gunner moved to a new position 20 feet away. Aware that his convoy commander had been killed, Sergeant Drake took charge and ordered all personnel to displace across the road. After crossing the road, Sergeant Drake was wounded a second time in the right shoulder. Since he was no longer able to lift his M-16, he gave his weapon and ammunition to another soldier. Moments later, Sergeant Drake died when he was hit a third time. Through his exceptional courage and leadership, Sergeant Drake prevented the enemy from overrunning the march unit and saved the lives of many fellow soldiers. As a result, he was awarded the Silver Star posthumously.



O'DWYER BARRACKS

(Building 515) Named in honor of Master Sergeant Margaret O'Dwyer (1943-1961). Master Sergeant O'Dwyer enlisted in the Women's Army Auxiliary Corps and was sworn into the Women's Army Corps during her basic training in August of 1943. In various assignments for the next three years, she was promoted to staff sergeant. In 1946, she deployed to the European Theater of Operations for service with the Army Occupation in Germany. She returned from Germany in 1948 and enlisted in the regular Army in 1949 as a sergeant first class in

the Women's Army Corps. In 1950, while serving in the Instruction Division of the Army Artillery School at Fort Bliss, Texas, she was ordered overseas. From 1950 until 1953 she was assigned with the Office of the Chief Signal Officer, Headquarters of the European Command. She was promoted to a master sergeant and returned to the United States.

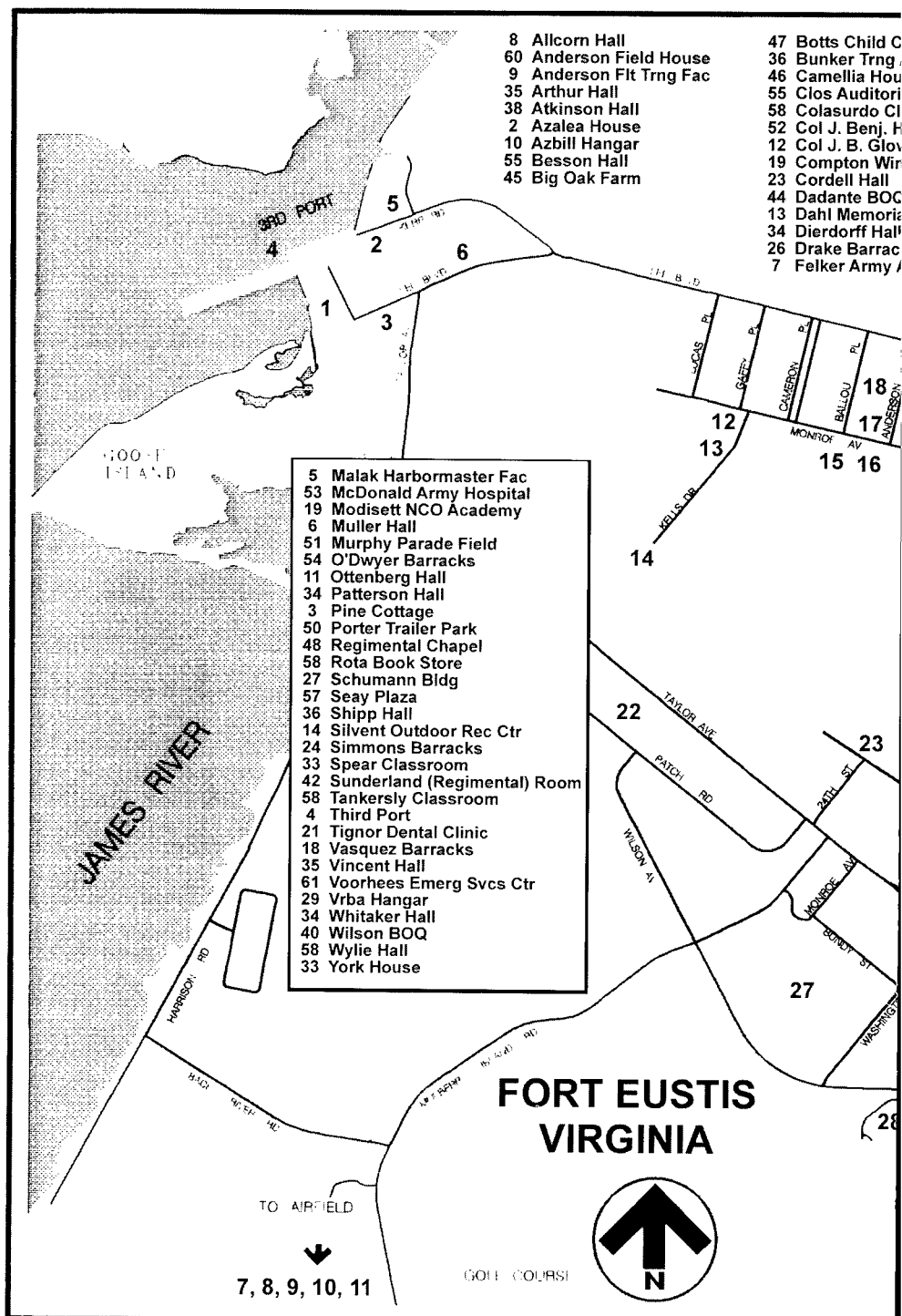
In 1954, she was assigned to Okinawa in the Pacific Area Command, where she served with the Headquarters, Ryukus Command Quartermaster Service, as an auditor and noncommissioned officer in charge of inventory. In 1956, she transferred to the headquarters of the U.S. Army Electronic Proving Ground at Fort Huachuca, Arizona. She was assigned to the Assistant Chief of Staff for Personnel. In 1958, she was transferred to the U.S. Army Signal School at Fort Monmouth, New Jersey. She was the administrative specialist with the Headquarters Company, Special Troops. Her decorations included the Women's Army Corps Service Medal, the Good Conduct Medal with Silver Clasp and two Loops, the American Campaign Medal, the World War II Victory Medal, the Army of Occupation Medal, the Germany Clasp, and the National Defense Service Medal.



FOWLKE BARRACKS

(Building 817) Named in honor of Private First Class Earnest W. Fowlke (1947-1968). Private First Class Fowlke enlisted in the military on 16 August 1967 and served at Fort Lewis, Washington, and Fort Huachuca, Arizona, before being assigned to the 64th Transportation Company in Vietnam as a light truck driver. At the time of his death, Private Fowlke was a machine gunner in the vehicle of the commander of a supply convoy. Between An Khe and Pleiku, the center of the convoy was ambushed. Although

safely outside the danger zone, Private First Class Fowlke unhesitatingly returned to provide fire support and to direct the drivers through the ambush. He was instrumental in saving the lives of many of his comrades. For his extraordinary heroism, Private Fowlke was awarded the Silver Star posthumously. He also received the Purple Heart.

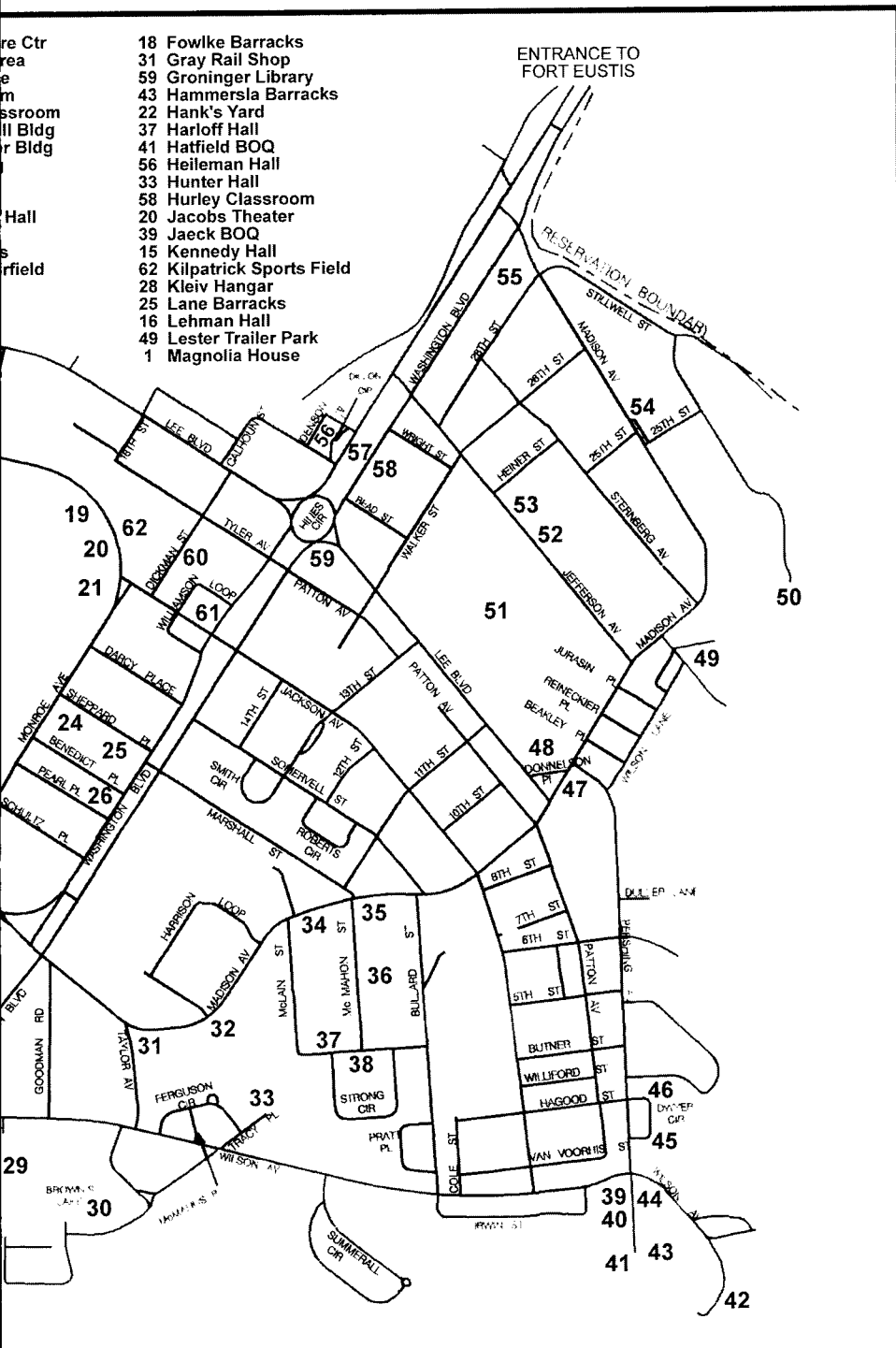


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Hall
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- 18 Fowlke Barracks
- 31 Gray Rail Shop
- 59 Groninger Library
- 43 Hammersla Barracks
- 22 Hank's Yard
- 37 Harloff Hall
- 41 Hatfield BOQ
- 56 Heileman Hall
- 33 Hunter Hall
- 58 Hurley Classroom
- 20 Jacobs Theater
- 39 Jaeck BOQ
- 15 Kennedy Hall
- 62 Kilpatrick Sports Field
- 28 Kleiv Hangar
- 25 Lane Barracks
- 16 Lehman Hall
- 49 Lester Trailer Park
- 1 Magnolia House

ENTRANCE TO
FORT EUSTIS





SIMMONS BARRACKS

(Building 1002) Named in honor of Specialist Five Wayne C. Simmons (1943-1965). Specialist Simmons enlisted in the Army in 1960. He attended the Aircraft Maintenance Course at Fort Rucker, Alabama. He had assignments at Fort Bragg, North Carolina, Korea, and New York. He was released from active duty 25 January 1963 and reenlisted in the Army on 27 March 1963. He was assigned as an Aircraft Maintenance instructor at the U.S. Army Aviation School at Fort Rucker, Alabama. In 1964, he was assigned

to Company A, 25th Infantry Division and then reassigned to the 57th Medical Detachment in Vietnam. At the time of his death in 1965, in Vietnam, Specialist Simmons was the crew chief on a helicopter that landed in the battle zone barely 20 yards from the line of fire to evacuate a seriously wounded U.S. advisor. Although the enemy fire was very heavy in the area and mortar rounds were exploding near the helicopter, he dashed across the open terrain to administer aid to the wounded soldier. It was during this unselfish act that he lost his life. His decorations included the Silver Star, the Bronze Star Medal with "V" device, the Air Medal with six Oak Leaf Clusters, the Army Commendation Medal, and the Purple Heart with Oak Leaf Cluster.



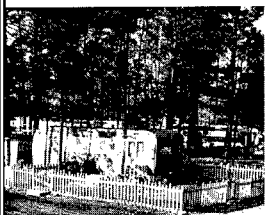
VASQUEZ BARRACKS

(Building 812) Named in honor of Staff Sergeant Juan F. Vasquez (1925-1968). Staff Sergeant Vasquez enlisted in the Army in December of 1942 and served throughout World War II. He reenlisted during the Korean Conflict and subsequently served as a cook and mess steward in Korea, the Canal Zone, and during three tours in Europe. In 1968, he was assigned as the mess steward of the 58th Transportation Company, 27th Transportation Battalion, 1st Logistical Command. On 4 February 1968, he was guarding

his water truck at the water point on the Son Ha Thanh River, Vietnam, when the Viet Cong attacked a plant nearby. Exposing himself to enemy fire and proceeding alone to a position where he could ward off the attack, he continued to fire at the enemy position across the river. He successfully prevented the enemy attack upon the compound and gained time for reinforcements to move into his position. He lost his life during this act. For his heroism, he received the Silver Star and the Combat Infantryman's badge posthumously.

LANE BARRACKS

(Building 1001) Named in honor of Specialist James E. Lane (1933-1962). Specialist Lane enlisted in the Army on 25 July 1950. While assigned to Company G, 188th Airborne Infantry Regiment, Fort Campbell, Kentucky, he deployed to Korea in 1953 and was wounded in action on 4 June 1953. He received an honorable discharge on 10 December 1953 and reenlisted in 1957. He attended courses at the Transportation School at Fort Eustis and was assigned as a senior helicopter mechanic with the 334th Transportation Detachment at Fort Riley, Kansas. While assigned to that unit, he served in Alaska from 1958 to 1961. He was also a helicopter mechanic with the 140th Transportation Detachment, Fort Bragg, North Carolina. He deployed to Vietnam on 21 November 1961. As a senior helicopter mechanic, Specialist Lane was killed on 15 July 1962, when his helicopter crashed as a result of hostile activity. He received the Silver Star, the Purple Heart (posthumously), the Good Conduct Medal, the Korean Service Medal with two Bronze Service Stars, the National Defense Service Medal, the United Nations Service Medal, the Combat Infantryman Badge, the Republic of Korea Presidential United Citation Badge, the Armed Forces Expeditionary Medal for service in Vietnam, the Expert Badge with Rifle Bar and the Sharpshooter Badge with Carbine Bar.



LESTER TRAILER PARK

Named in honor of Sergeant First Class Arlie D. Lester (1944-1970). Sergeant First Class Lester enlisted in the U.S. Army on 9 May 1962. His assignments included a tour in Okinawa and two tours in the Republic of Vietnam. While serving in Vietnam, he was a gunner on a UH-1B helicopter engaged in a search and destroy operation. He was awarded the Air Medal for heroism. In 1968, he became an instructor at the U.S. Army Transportation School. On 31 May 1970, Sergeant First Class Lester died while attempting to rescue a drowning victim in Dare County, North Carolina. For his heroic conduct and humanitarian efforts, he was promoted posthumously to the grade of Sergeant First Class and was awarded the Soldier's Medal. His other decorations included the Bronze Star, the Army Commendation Medal, and the Air Medal with three Oak Leaf Clusters and the "V" Device.

PORTER TRAILER PARK

Named in honor of Sergeant Franklin Delano Porter (1941-1964). Sergeant Porter enlisted in the Army in 1960 and then attended the Aircraft Maintenance School at Fort Rucker. His first assignment was with the 81st Transportation Company (Light Helicopter) in Saigon, Vietnam, from October 1961 to June 1963. He was a crewman and later a Tandem Rotor Helicopter mechanic on the UH-21 Shawnee helicopters that flew combat assault missions. As a sergeant, he volunteered to return to Vietnam and was assigned to the 68th Aviation Company (Air Mobility Light) at Ton Son Nhut Air Base in Saigon. He was a Single Rotor Helicopter mechanic for the UH-1B Huey helicopters. His unit flew combat support missions with most flights involving flying cover for lift ships. He died of multiple injuries in a helicopter crash as a result of hostile action in Vietnam on 30 December 1964. He received the Air Medal with 10 Oak Leaf Clusters and a Purple Heart.

STREETS AND AVENUES



BULLARD STREET

Bullard Street was named in honor of Lieutenant General Robert C. Bullard (*left*) on 28 June 1962. He served as an Army commander in World War I.

ANDERSON PLACE

Anderson Place was named in honor of Major General John P. Anderson on 28 June 1962. He was a Transportation Corps commander during World War II.

BALLOU PLACE

Ballou Place was named in honor of Major General Charles C. Ballou on 28 June 1962. He was a Corps commander during World War I.

BENEDICT PLACE

Benedict Place was named in honor of Major General J. L. Benedict on 28 June 1962. He was a senior helicopter mechanic and veteran of the Korean War. He was killed in action in Vietnam on 15 July 1962 and was posthumously awarded the Silver Star and the Purple Heart.

BUNDY STREET

Bundy Street was named in honor of Major General Omar Bundy on June 28, 1962. He was a Corps commander in World War I.

CAMERON PLACE

Cameron Place was named in honor of Major General George H. Cameron on 28 June 1962. He served as a commander in World War I.

CANDIDATE CIRCLE

Candidate Circle was named in honor of the Officer Candidate School students who passed through Fort Eustis during the Vietnam Conflict. The circle was memorialized on 21 November 1977.

GAFFY PLACE

Gaffy Place was named in honor of Major General Hugh J. Gaffy on 28 June 1962. He was commander of the 4th Armored Division, III Corps in World War II, and during the Korean War had a Navy ship named for him.

IRWIN STREET

Irwin Street was named in honor of Major General Leroy S. Irwin on 28 June 1962. He was Corps commander in World War I.



DICKMAN STREET

Dickman Street was named in honor of Major General Joseph T. Dickman (*left*) on 28 June 1962. He was a Corps commander in World War I.

GILBREATH LANE

Gilbreath Lane was named in honor of Major General Frederick Gilbreath on 21 November 1977. He was the commander of the San Francisco Port of Embarkation during World War II. He served at the Oakland Army Base from 1941 to 1944 and was then commander of the South Pacific Base Command through 1945.

KERR ROAD

Kerr Road was named in honor of Major Donald MacLeary Kerr (1907-1945). Major Kerr was a Transportation Corps officer and chief of a transportation section of the Allied Army Group and 15th Army Group. He attended Yale University from 1925 to 1927. Major Kerr began his military career in the 1940s. During 1942, he became a captain and was assigned as the executive officer of and later the officer-in-charge of the Water Division, Transportation Section, Mediterranean Base Section. In 1943, he became the officer-in-charge of the Planning Division and the officer-in-charge of the Movements Troop Section, Peninsular Base Section. In 1944, he was promoted to major and became chief of the Water Branch for the Transportation Section of the Allied Forces Headquarters. He became chief of the Transportation Section, Allied Army Group, and the 15th Army Group in Italy. Major Kerr received orders to return to the United States after his assignment in Europe in February 1945. During his return, he was killed while onboard a Lockheed Hudson, a twin-motored bomber that crashed. Major Kerr's decorations included the European-African Middle Eastern Campaign Medal with two Bronze Service Stars for Naples-Foggia and Rome-Arno Campaigns. He also received the World War II Victory Medal, and the Legion of Merit (posthumously).



PERSHING AVENUE

Pershing Avenue was named in honor of General John J. Pershing (*left*) on 28 June 1962. He was a commander of the American Expeditionary Forces during World War I.

MCMAHON STREET

McMahon Street was named in honor of Major General John E. McMahon on 28 June 1962. He was a Corps commander during World War I.

PATTON AVENUE

Patton Avenue was named in honor of General George Patton (*left*) on 28 June 1962. He was a commander in World War II.

HARRIS PLACE

Harris Place was named in honor of Mr. John F. Harris (ca. 1925-1960). Mr. Harris was the general manager of the Post Exchange at Fort Eustis for more than 15 years (1946-1960). He began his civilian career in May 1942 as a purchasing agent at the Hampton Roads Port of

Embarkation and worked there until February 1944. Then, he moved to Camp Patrick Henry, Newport News, and worked as a purchasing agent at the Camp Patrick Henry Post Exchange. Mr. Harris received an award for his services in purchasing and providing high quality merchandise to thousands of troops under all kinds of conditions. As general manager, he made great strides in expanding the Post Exchanges at Fort Eustis and Fort Story. He received many accolades from his fellow co-workers and military constituents, as the population doubled from 10,000 to more than 20,000. He died in March 1960.

MCLAIN STREET

McLain Street was named in honor of Major General Raymond D. McLain on 28 June 1962. He began his career with the Oklahoma Guard in 1912, later serving on the Mexican border and in Europe during World War I. During World War II, he commanded the 45th Division Artillery in Sicily, where he earned the first of two Distinguished Service Crosses. After commanding the 90th Infantry Division, he then assumed command of XIX Corps, becoming the only guardsman to command a corps in combat. For his distinguished service, he was appointed a regular Army brigadier general, the first guardsman so honored. Later he became

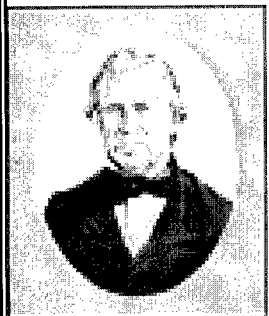
the first comptroller of the Army. At the time of his death in 1954, he was serving on President Eisenhower's National Security Commission.

TAYLOR LANE

Taylor Lane was named in honor of President Zachary Taylor (*left*) on 28 June 1962. He was a major general during the Mexican-American War.

LUCAS PLACE

Lucas Place was named in honor of Major General John P. Lucas on 28 June 1962. He was a Corps commander during World War II.





MARSHALL STREET

Marshall Street was named in honor of General George Catlett Marshall (*left*) on 28 June 1962. General Marshall was General of the Army and U.S. Army Chief of Staff during World War II. The European Recovery Program he proposed in 1947 became known as the Marshall plan. He received the Nobel Prize for peace in 1953. He died at Walter Reed General Hospital in Washington D.C. in 1959.

PRATT PLACE

Named in honor of Lieutenant General Henry Conger Pratt on 28 June 1962. He was born at Fort Stanton, New Mexico in 1882, and graduated from the U.S. Military Academy in 1904, commissioned as a second lieutenant of Cavalry.

He served at various posts from 1904 to 1917, when he transferred to the Signal Corps for duty with the aviation section in August 1917. After a brief assignment with the Division of Military Aeronautics at Washington, D.C., he sailed to France where he served with the American Expeditionary Forces in connection with aviation until December 1918.

Returning to the United States he became a member of the Board of Organization at Washington D.C. until January 1919. He attended the General Staff College in 1920, and the School of the Line at Fort Leavenworth, Kansas, completing the course as a distinguished graduate in June 1922. He graduated from the Command and General Staff School, Fort Leavenworth, Kansas in June 1943, after which he enrolled in the Army War College, Washington, D.C. graduating in June 1924. From 1924 to 1941, he had numerous assignments with the Army Air Corps at Wright Field, Ohio, Langley Field, Virginia, and served as commander of the Philippine Division and the post of Fort William McKinley, Philippines.

In January 1942 General Pratt assumed command of the Trinidad Sector and base command of the Caribbean Defense Command, and then the commanding general of the Puerto Rican Department. In July 1943 he was assigned to command the Antilles Department, and in November 1943 was assigned to Headquarters Third Service Command, Baltimore, Maryland. In January 1944 was named commanding general, Southern Defense Command, at Fort Sam Houston, Texas. The following October he became commanding general of the Western Defense Command, Presidio of San Francisco, Calif. In December 1945 he was assigned to the Office of the Chief of Staff, Washington, D.C. His decorations include the Distinguished Service Medal, the Knight of the Order of the Crown of Italy in 1933, Order of the Liberator (Bolivia) - Venezuela (degree of Grand Officer), and the Order of the Southern Cross - Brazil (degree of Grand Officer).

APPLETON WAY

Named in honor of Brigadier General John A. Appleton on 28 November 1977. He was the director of the Military Railway Service in the China-Burma-India theater during World War II.



HARRISON LOOP

Named in honor of Major General William H. Harrison (*left*) on 28 June 1962. He was born 9 February, 1773 in Charles City County, Virginia. After attending Hampden-Sydney College 1787-89 and the Philadelphia College of Physicians and Surgeons in 1790, young Harrison chose a career in the military, a decision that disappointed his father, a rich and politically prominent citizen, who wanted him to become a physician.

He served in the Northwest Territories under General "Mad Anthony" Wayne. He was appointed secretary of the Northwest Territory in 1798, and later governor of the Indian Territory, a position he held for twelve years. During the War of 1812, Harrison—then a general in the American army—engaged a combined British and Indian force of 1,700 men in the battle at the Thames River in 1813. The Shawnee chief Tecumseh, who had joined the British and was a previous foe of Harrison's during a battle at Tippecanoe Creek, died in this battle and Harrison became a national hero.

After the war, Harrison served in the U.S. House of Representatives 1817-1819, the Ohio State Senate from 1825-1828 and as U.S. minister to Colombia until 1929. In 1836 and again in 1840, Harrison ran as a Whig against Martin Van Buren, winning the election in 1840 with 53% of the vote. He was the 9th President of the United States.

Harrison, the oldest man at age sixty-eight (before Ronald Reagan) to be inaugurated president. He died 4 April 1841 after serving only one month in office, and the first president to die in office. He became ill after delivering his inaugural address outdoors in the cold March weather without a hat or a coat, and died of a respiratory infection.



BUTNER STREET

Named in honor of Major General Henry W. Butner on 28 June 1962. As a brigadier general, he served as commander of Fort Eustis May through September 1930.



CALHOUN STREET

Named in honor of Brigadier General William Leslie Calhoun on 19 May 1999. He was born in 1910 in Pennsylvania, and earned a bachelor of science from the Virginia Military Institute in 1933. He graduated from the Command and General Staff College in 1943, Naval War College in 1951, and National War College in 1957. He began his career as a cavalry officer, and became a Transportation Corps officer in 1949, while serving at the San Francisco Port of Embarkation.

During the Korean conflict he served as commander of the 351st Transportation Highway Group, commander of the Chinchon Area Command, and as a member of the Military Advisory Group to the Chief of Transportation, Republic of Korea. From 1962-1963, he was chief of staff, U.S. Army Combat Development Command. He retired in 1963, after 30 years active duty.

His decorations include the Legion of Merit with one Oak Leaf Cluster, Bronze Star Medal, and Ulchi Distinguished Military Service Medal with Silver Star (Korean).



COLE STREET

Named in honor of Major General William E. Cole (*left*) on 28 June 1962. As a Colonel of Field Artillery, he commanded Camp Eustis from September 1920 to September 1921.

CONDON ROAD

Named in honor of Lieutenant Colonel David E. Condon on 28 June 1962. He was an aviation officer serving at Fort Eustis at the time of his death before 1962.

DENSON PLACE

Named in honor of Brigadier General Parker Ely Denson on 19 May 1999. He was born in 1884 in North Carolina. He graduated from the U.S. Military Academy in 1909, the School of Line in 1922, Command and General Staff School in 1923, and the Army War College in 1927. During World War I, he was detailed from the Infantry to the Quartermaster Corps and served as assistant chief of staff, G-3, 28th Infantry Division. During World War II, he was commander of the Seattle Port of Embarkation. He retired in 1946 after 36 years of service. His decorations include the Legion of Merit, Distinguished Service Medal and Army Commendation Ribbon.



DILLON CIRCLE

Named in honor of Brigadier General Theodore H. Dillon (*left*) on 28 June 1962. He was the deputy Chief of Transportation during World War II.

DONNELON PLACE

Named in honor of Lieutenant Colonel George E. Donnelon on 28 June 1962. He was a chief chaplain at Fort Eustis, and died while on active duty.



HAGOOD STREET

Named in honor of Major General Johnson Hagood on 28 June 1962. He was an 1891 graduate of the University of South Carolina, and an 1896 graduate of the United States Military Academy, commissioned in Artillery. After several stateside and overseas assignments in Coast Artillery, Hagood served as president of a Board in the American Expeditionary Force, which resulted in the creation of the Services of Supply in 1918. He served as its chief of staff until the Armistice, and was cited for "his ability

for organization, his energy, and his sound judgement in the efficiency of this important branch." After World War I, he commanded the 30th Brigade (Railway), Coast Artillery Corps and Camp Eustis, Virginia 24 November 1919. After nine more commanding assignments, he retired 31 May 1936. His decorations include the Distinguished Service Medal, Commander Legion of Honor (French), Commander Order of Crown of Italy, and Grand Officer Order of the Sacred Treasure (Japanese).



FERGUSON CIRCLE

Named in honor of Brigadier General Frank K. Ferguson (*left*) on 28 June 1962. As a colonel of the Coast Artillery Corps, he commanded Fort Eustis April through November 1918.

GOODMAN ROAD

Named in the honor of Major General William H. Goodman on 28 June 1962. He was the commander of the Overseas Supply Division, New York Port of Embarkation during World War II. He died in December 1958.

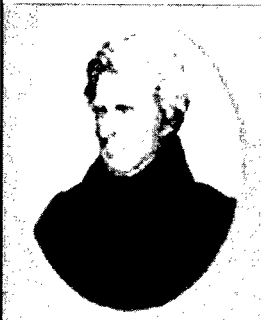


HEINER STREET

Named in honor of Brigadier General Gordon G. Heiner (*left*) on 28 June 1962. As a colonel in the Coast Artillery Corps, he commanded Fort Eustis August 1928 to June 1929.

HINES CIRCLE

Named in honor of Brigadier General Frank T. Hines on 28 June 1962. He was the first chief of Transportation Services, Transportation Corps in the War Department, 1918 to 1920.

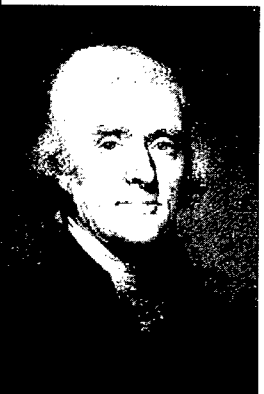


JACKSON AVENUE

Named in honor of Andrew Jackson (*left*) (1767-1845). Jackson was a major general in the War of 1812 and became a national hero when he defeated the British at New Orleans. He was elected the 7th President of the United States from 1829-1837.

KELLS DRIVE

Named in the honor of Major General Clarence F. Kells on 28 June 1962. He was the port commander of the San Francisco Port of Embarkation during World War II.



JEFFERSON AVENUE

Named in honor of President Thomas Jefferson (*left*) on 28 June 1962. He was born in 1743 in Albemarle County, Virginia, and studied law at the College of William and Mary. He soon entered public life, and by age 33, had drafted the Declaration of Independence. He was elected 3rd President of the United States from 1801-1809. He then established the University of Virginia in 1819, and provided his personal library of books to establish the Library of Congress.

KIRK CIRCLE

Named in honor of Major General Norman T. Kirk on 28 June 1962. He was the Surgeon General from 1943 to 1947.

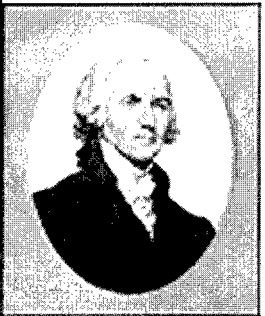


LEE BOULEVARD

Named in honor of General Robert E. Lee on 28 June 1962. He was born in 1807 in Virginia. He graduated from the U.S. Military Academy in 1829, ranking second in his class. Commissioned in the Engineer Corps, Lee performed duties such as supervising construction of a fort and flood control work before winning notice (and three brevets) on the staff of Winfield Scott during the Mexican War.

In the early 1850s, Lee was superintendent at West Point, and in 1855 was transferred to the cavalry by Jefferson Davis, where he commanded Confederate troops who fought for the south during the Civil War. In the final year of the war, Lee dueled with General U. S. Grant across eastern Virginia, and in April 1865, Lee was forced to abandon Richmond and attempted to reorganize his army west of the capital. With the Federals in close pursuit and his men near starvation, Lee finally surrendered on 9 April 1865.

After the war, Lee served as president of Washington College (now Washington and Lee University) until his death in 1870.



MADISON AVENUE

Named in honor of President James Madison (left) on 28 June 1962. Madison was born in 1751, and raised in Orange County, Virginia. He studied history and government at Princeton University. He helped draft the Bill of Rights, and enacted the country's first revenue legislation. He was elected 4th President of the United States from 1809-1817.

MORRISON LANE

Named in honor of Major General De Lesseps S. Morrison on 28 November 1977. He served in the Reserves from 1933 until his death in 1964. During World War II, he served as an instructor in the Transportation School, and then as chief of staff of the 17th Port Battalion in Europe. While serving in the Reserves, he was ambassador to the Organization of American States and mayor of New Orleans. Decorations include the Legion of Merit, Bronze Star Medal, Order of Leopold (Belgian), French Reconnaissance and Legion of Merit (French).



MONROE AVENUE

Named in honor of President James Monroe (*left*) on 28 June 1962. Monroe was born in 1758 in Westmoreland County, Virginia. He studied at the College of William and Mary. He fought with distinction in the Continental Army during the revolution, after which he practiced law in Fredericksburg, Virginia. He was elected the 5th President of the United States 1817-1825.



MCMANUS STREET

Named in honor of Brigadier General George H. McManus (*left*) on 28 June 1962. As a colonel of the Coast Artillery Corps, he commanded Fort Eustis July 1924 to August 1926.



PATCH ROAD

Named in honor of Lieutenant General Alexander McCarrell Patch, Jr. on 28 June 1962. He was born 23 November 1889 at Fort Huachuca, Arizona, and graduated from the U.S. Military Academy in 1913. He was the distinguished graduate of the 1925 U.S. Army Command and General Staff School class and served in both World Wars I and II. He has the distinction of forming the Americal Division, the only U.S. division in World War II to have a name, not a number. After forming the division in New

Caledonia, Patch took the unit to Guadalcanal in December 1942, where they relieved the 1st Marine Division. Named commander of XIV Corps, which included the Americal and 2d Marine Divisions, Patch led the final offensive against the Japanese on the island. In 1944, Patch became Seventh Army commander, leading the Allied landings in southern France on 15 August-Operation Anvil/Dragoon. In 1945, he became Fourth US Army commander and was appointed to a group to study the U.S. Army's postwar situation. He died of pneumonia within days of completing the study on 21 November 1945. Decorations include the Distinguished Service Medal (U.S. Navy) and the Bronze Star Medal.



ROBERTS CIRCLE

Named in honor of Brigadier General Charles Roberts (*left*) on 28 June 1962. He was commander of Fort Eustis June through December 1929.

READ STREET

Named in honor of Major General George W. Read on 28 June 1962. He was a Corps commander in World War I.

ROSE LANE

Named in honor of Major General Edward C. Rose on 28 November 1977. Major General Rose was chief of transportation in the China-Burma-India theater during World War II.

SMITH CIRCLE

Named in honor of Major General Alfred T. Smith (*left*) on 28 June 1962. As a colonel of Infantry, he commanded Fort Eustis from December 1929 to May 1930.



SIBLEY WAY

Named in honor of Brigadier General Cleland C. Sibley on 28 November 1977. He was the commander of the 4th Port of Embarkation in Europe in World War II, and later port commander of the Western District, United Kingdoms Base.



SOMERVELL STREET

Named in honor of Lieutenant Colonel Brehon B. Somervell on 28 June 1962. He is responsible for convincing President Franklin Roosevelt to build the Pentagon, a building that transformed Washington D.C., laying the foundation for an enormous military establishment. He headed the Services of Supply, United States Army, later named Army Service Forces, from its formation in March 1942 until the end of the war. Somervell, as the Army's chief of logistics, played a vital, although not well known role, in the final victory.

Somervell gained his third star when Services of Supply was formed in March 1942, and his fourth star in March 1945.



STERNBERG AVENUE

Named in honor of Brigadier General George M. Sternberg (*left*) most likely in World War I. He served as Surgeon General of the U.S. Army from 1893 to 1902.

STRONG CIRCLE

Named in honor of Major General George V. Strong on 28 June 1962. He was the VIII Corps commander in World War II.



STILWELL STREET

Named in honor of General Joseph W. Stilwell on 28 June 1962. General Stilwell fought in World War I and later served for 13 years in China. In February 1942, during World War II, he returned to China, where he became Chiang Kai-shek's chief of staff. He is credited with having one of the toughest jobs of any American general — that of keeping China actively involved in the war against Japan. He established a training center in China and laid the groundwork leading to the opening of the Ledo Road that ended the land blockade of China. For his important contributions, Chiang Kai-Shek named it Stilwell Road. A frequently tactless but astute general, he was nicknamed Vinegar Joe.

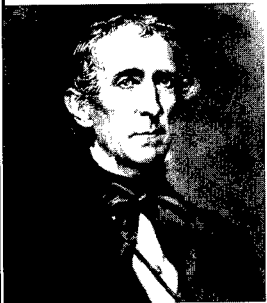


SUMMERALL CIRCLE

Named in honor of Major General Charles Pelot Summerall (*left*) on 28 June 1962. He was born in Blunts Ferry, Florida in 1867, and graduated from the United States Military Academy in 1892. Achieving the rank of major general in April 1920, he served as chief of staff of the U.S. Army 21 November 1926 to 20 November 1930.

THOMPSON CIRCLE

Named in honor of Major General Charles F. Thompson on 28 June 1962. He was a Corps commander in World War II.



TYLER AVENUE

Named in honor of President John Tyler on 28 June 1962. Tyler was born in 1790 in Virginia, and studied law at the College of William and Mary. In 1840, the Whigs nominated Tyler for vice president, and when President Harrison died in 1841, Tyler became the first vice president to assume presidency by virtue of the death of his predecessor. Tyler served as our 10th President of the United States from 1841-1845.

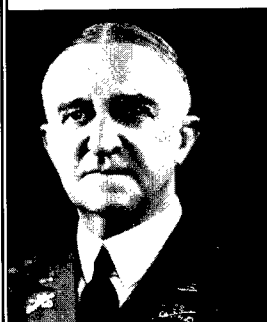


TRACY STREET

Named in honor of Brigadier General Joseph P. Tracy (*left*) on 28 June 1962. As a colonel of the Coast Artillery Corps, he commanded Fort Eustis August 1926 to August 1928.

WILSON LANE

Named in honor of Major General Walter K. Wilson on 28 June 1962. He was a Corps commander in World War II.



VANVOORHIS STREET

Named in honor of Lieutenant General Daniel VanVoorhis (*left*) on 28 June 1962. As a colonel of Cavalry, he commanded Fort Eustis from September 1930 to November 1931.

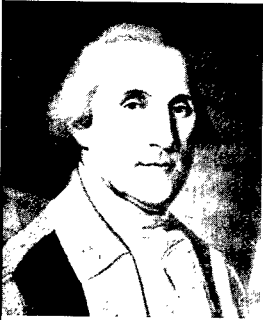
WILLIFORD STREET

Named in honor of Brigadier General Forrest E. Williford on 28 June 1962. He commanded Fort Eustis 21 November 1941 to 18 January 1943.



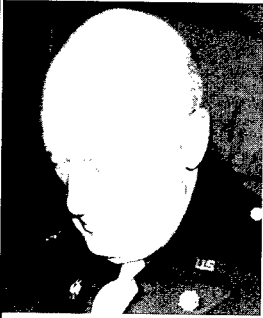
WALKER ROAD

Named in the honor of Major General Walton H. Walker on 28 June 1962. He was a Corps commander in World War II.



WASHINGTON BOULEVARD

Named in honor of General George Washington on 28 June 1962. Washington was born 22 February 1732 in Westmoreland County, Virginia. He served as Commander-in-Chief of the Continental Army during the American Revolution, delivering his farewell address to his officers at Fraunces Tavern in New York City in late December 1783. He was elected President of the United States from 1789-1797.



WILLIAMSON LOOP

Named in honor of Brigadier General William J. Williamson on 19 May 1999. He was born in 1884 in Canada. He entered active duty from the Army of the United States on 16 July 1942 at Washington D. C. as a colonel, and was promoted to Brigadier General on 5 September 1944. He served as chief of Traffic Control in the Office of the Chief of Transportation, Traffic Control Division, until he was relieved from active duty 6 November 1945 and reverted to inactive status. He was awarded the Distinguished Service Medal for his work during World War II.



WILSON AVENUE

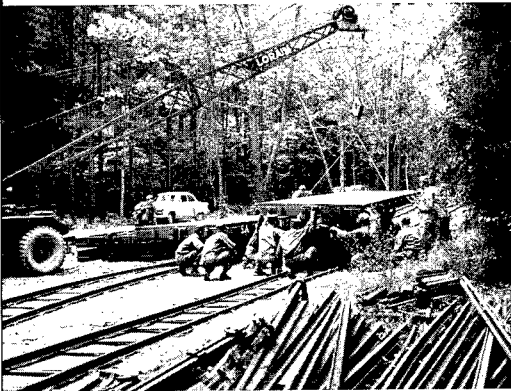
Named in honor of President Woodrow Wilson (left) on 28 June 1962. He was born in Virginia in 1856. He graduated from Princeton and the University of Virginia Law School, earning his doctorate at John's Hopkins University. He then began an academic career, becoming president of Princeton in 1902. He was elected 28th President of the United States from 1913-1921.

WRIGHT STREET

Named in honor of Major General William M. Wright on 28 June 1962. Wright served as a Corps commander in World War I.

TRAINING AREAS

Outdoor training areas are named for major Army battles, particularly those in which transporters played an important role.



Three existing beaches along the James River were developed by the 7th Transportation Group to serve as training areas and also for troop recreation. They were named in 1972 as Anzio Beach, Omaha Beach and Utah Beach, in honor of Transportation Corps personnel who gave their lives during past wars.

In 1990, a concentrated effort to name all the training areas was conducted by the Memorialization Board. While a few of the areas may change function as missions change, the area numbers and names will remain the same. Please note that some numbered areas no longer exist today and are not listed here.

<i>Training Area & Purpose</i>	<i>Name</i>	<i>Year of Battle & War</i>
TA 1, Tactical Bivouac	Yorktown	1781, Revolutionary War
TA 2, Tactical Bivouac	Tiensin	1900, China Relief Expedition
TA 3, Tactical Bivouac	Manila	1899, Philippine Insurrection
TA 5, Vehicle Staging Area	Cowpens	1781, Revolutionary War
TA 6, Rail & Trailer Loading	Hank's Yard	(see Rail Spurs & Stations)
TA 7, Boy Scout Training	Chancellorsville	1863, Civil War
TA 8, Obstacle Course	Meuse-Argonne	1944, World War I
TA 9, Aircraft Mockup & Rappel Tower	Tippecanoe	1811, Indian Wars
TA 10, [no longer in use]	Marne	1918, World War I
TA 11, [no longer in use]	Santiago	1898, War with Spain
TA 14, Aviation Survival Training Course	Manassas	1861 & 1862, Civil War
TA 14a, Vehicle Operations	Hue	1966, Vietnam
TA 14b, [no longer in use]	Leyte	1944, World War II
TA 15, Cargo Yard	Normandy	1944, World War II
TA 17, Tactical Bivouac	Missionary Ridge	1863, Civil War
TA 17a, Tactical Bivouac	St. Mihiel	1918, World War I
TA 18, Beach	Anzio	1944, World War II
TA 19, Tactical Bivouac	Grenada	1983, Grenada
TA 20, Beach	Utah	1944, World War II
TA 21, Tactical Bivouac	Antietam	1862, Civil War
TA 22, Sling Load & Tactical Bivouac	Inchon	1950, Korea
TA 23, Tactical Bivouac	Magruder Line	1864, Civil War
TA 24, Air Recovery	Seoul	1950, Korea

TA 26, NBC Chamber/ Leadership Reactionary Course	Cold Harbor	1864, Civil War [described elsewhere in this booklet]
TA 27 Third Port		
TA 28, Helicopter Sling Load Area	Junction City	1960s, Vietnam
TA 29, Rail Training	Wonju Railhead	1951, Korea
Range 1, Combat Pistol Qualification	Lexington	1775, Revolutionary War
Range 2, 25-meter Zero Qualification	Fort McHenry	1814, War of 1812
Range 3, Combat Position Course	Palo Alto	1846, Mexican War
Range 4, Known Distance Range	Bull Run	1861, Civil War
Range 5, Grenade & LAW (Light Anti-Tank Weapon) Range	Shiloh	1862, Civil War



BUNKER TRAINING AREA

(2700 Block) Named in honor of Lieutenant General William Beehler Bunker (1910-1969). Lieutenant General Bunker graduated from the U.S. Military Academy with a bachelor of science degree in Civil Engineering on June 12, 1934, and was commissioned second lieutenant. In 1937, he received a Masters of Science degree in Civil Engineering from Massachusetts Institute of Technology. By World War II, he had been promoted to a colonel and served in the Office of the Chief of Transportation in Washington, D.C.

Colonel Bunker was then transferred to the headquarters of the U.S. Forces in the European Theater until 1949. Upon his return to the states, he became commandant of the Transportation School at Fort Eustis from 1954 to 1955, and was an early advocate for using helicopters for transporting troops and supplies. He commanded the 9265th Terminal Unit, Transportation Supply and Maintenance Command in St. Louis, and then was promoted into the general officer ranks. He served in three positions at the Army Material Command, including that of deputy commanding general from 1962-1969. His awards include the Legion of Merit with two Oak Leaf Clusters, the Berlin Airlift Device, the National Defense Service Medal, the Army Commendation Medal, the Medalla De Distincion from the Nicaraguan government, the Order of the British Empire, and the Distinguished Service Medal.

OTHER AREAS



SEAY PLAZA

Named in honor of Sergeant William W. Seay (1948-1968). Sergeant Seay enlisted in the Army in 1967 and was assigned to Company D, 10th Battalion, 3rd Brigade at Fort Benning, Georgia. Then, he attended the Leader Preparation Course at Fort Polk, Louisiana, and was sent to Company C, 3rd Battalion, 4th Training Brigade. In June of 1967, he was assigned to Company B, 5th Supply and Transportation Battalion, 5th Infantry Division (Mechanized) at Fort Carson. In October, he left for Vietnam to serve in the 87th (Light Truck) Transportation Company. In November, he was transferred to the 62nd (Medium Truck)

Transportation of the 7th Transportation Battalion, 1st Logistical Command. Sergeant Seay distinguished himself on 25 August 1968 while serving as a driver with the 62nd Transportation Company on a resupply mission near Ap Hhi, Vietnam. A reinforced battalion of North Vietnamese ambushed his convoy. His convoy was carrying critically needed ammunition and supplies from Long Binh to Tay Ninh. As the main elements of the convoy entered the ambush killing zone, his convoy was forced to stop. Sergeant Seay immediately dismounted and took a defensive position behind the wheels of

a vehicle loaded with high-explosive ammunition. As the violent North Vietnamese assault approached, he opened fire and killed three of the enemy. When an enemy grenade was thrown under an ammunition trailer near his position, he picked up the grenade and threw it back to the enemy position, thereby killing four more of the enemy. Another enemy grenade

landed about three meters from his position. Again, he threw the armed grenade back upon the assaulting enemy. After returning to his position, however, he was wounded in his right wrist. He continued to give encouragement and direction to his fellow soldiers. Although badly wounded, he stood up and fired his rifle with his left hand, killing three enemy and saving the lives of the other men in his location. Sergeant Seay, however, was mortally wounded by a sniper's bullet. He received the Medal of Honor (posthumously), the Purple Heart, the Good Conduct Medal, the National Defense Service Medal, the Vietnam Service Medal with four Bronze Service Stars, and the Vietnam Campaign Medal (Vietnamese).





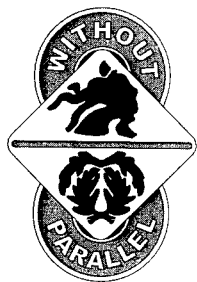
MURPHY PARADE FIELD

Named in honor of Lieutenant Colonel William J. Murphy (1909-1958). Lieutenant Colonel Murphy was commissioned a second lieutenant in the Infantry Reserve upon graduating from the University of California in 1932. He was in the Reserves until 1942, when he was called to active duty, and was assigned to the 718th Military Police Battalion for the San Francisco Port of Embarkation. That same year, he was reassigned as the commander for Company C of the 374th Port Battalion in Alaska and was promoted to a first lieutenant. In 1943, he was promoted to a captain, and in 1944, commanded the 374th Port Battalion. After World War II, he was the chief of the Supply and Facilities Division at the San Francisco Port of Embarkation. On 4 September 1947, he attended the first class of the Transportation Officers Advanced Course at the U.S. Army Transportation School, Fort Eustis. He remained at the school as an instructor with the Staff and Faculty. In 1950, he graduated from the Naval War College and was promoted to a lieutenant colonel, and returned to the Staff and Faculty of the Transportation School as an instructor. In 1952, he graduated from the Armed Forces Staff College and assigned as a logistics officer for the Supreme Headquarters of the Allied Powers in Europe. After he returned to the states, he attended the Industrial College of the Armed Forces. Upon graduation in June 1955, he was assigned to Fort Eustis as the assistant chief of staff, G-3, at the U.S. Army Transportation Training Command. He was then reassigned to Fort Mason, California, as the chief of the Training Division, Headquarters, U.S. Army Transportation Terminal Command, Pacific. He was awarded the Army Commendation Ribbon with Metal Pendant and one Oak Leaf Cluster, the American Campaign Medal, the Asiatic-Pacific Campaign Medal, the World War II Victory Medal, the Nation Defense Service Medal, and the Armed Forces Reserve Medal.

WINNER'S FIELD

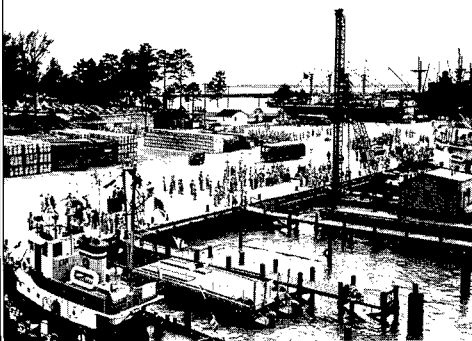
Winner's Field was dedicated in 1978 to the esprit of the current and future members of the 8th Transportation Brigade.

The 8th Transportation Brigade insignia (left) was authorized 22 August 1968. The design incorporates two wheels joined vertically with a square superimposed with a dragon's head and two olive branches. The motto "Without Parallel" is inscribed on the upper and lower wheel.



BROWN'S LAKE

Brown's Lake was named in honor of Colonel Billy Lynn Brown (1924-1971). Colonel Brown entered the Army in 1943. He served in the Pacific Theater of Operations during World War II with the 164th Infantry Regiment in 1945. That year, he attended the Officer Candidate School in Infantry. As a first lieutenant, he left the military in 1946 to pursue his academic goals and attended North Carolina State. He received a bachelors of industrial arts in 1949. In 1951, he returned to the military as a captain and was assigned to Camp Stewart, Georgia. That year, he became the assistant provost marshal for Fort Stewart. In 1955, he was an information officer at Fort Gordon, Georgia. As a major, he was assigned duty in Hawaii in 1960 as the chief of Plans and Operations and as provost marshal, and in 1963, returned to Fort Bragg, North Carolina, as the provost marshal. Then, as a lieutenant colonel, he was sent to the Dominion Republic as the provost marshal for the headquarters of the U.S. Forces in 1965. In 1966, he transferred to Fort George Meade, Maryland, as the deputy provost marshal for the Operations Branch. In May of 1967, Lieutenant Colonel Brown was the provost marshal for Fort Eustis. In 1970, he became the special assistant to Community Affairs. He retired from the Army in 1970. During his military career, he received the Asiatic-Pacific Campaign Ribbon, the Philippines Independence Ribbon, the Philippine Liberation Ribbon, the Bronze Star Medal with one Oak Leaf Cluster, the Combat Infantryman Badge, the Army Commendation Medal with one Oak Leaf Cluster and the Legion of Merit.



THIRD PORT

Named in honor of the Third Major Port, a Transportation Corps organization that was the port of debarkation operating in the European-African-Middle East Theater of Operations during World War II. The organization successfully operated in the United Kingdom, North Africa, and southern France. The Third Port operated the port of Oran and its sub-installations from the

initial landings of "Operation TORCH" in North Africa until the American Forces departed from there. The port of Oran was the springboard for operations against southern France.

RAILWAY SPURS AND STATIONS

There are a number of obsolete railway spurs and stations that were most likely named when Camp Eustis was first established in World War I. While many of these appear to be named for people, records for their identification have long since disappeared. Some of the small stations, located throughout the post as stops for incoming soldiers for training, have names that seem to reflect local geography or local commercial railroads.

The only name in use today is "Hank's Yard." Originally called Hanks Way Station, a series of railroad tracks which parallel Taylor Avenue. It is used as a switch or combination yard to disassemble and assemble full trains.

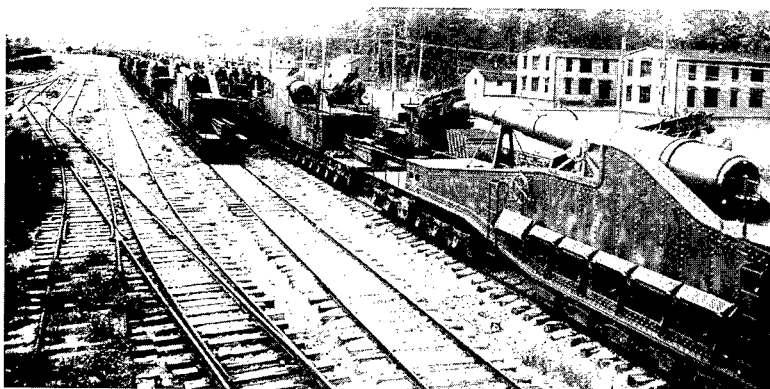
Albin Spur

Doanbrook Spur

Bates Way Station
James Way Station
Kramer Way Station
O'Brien Way Station
Wagner Way Station

Chessie Way Station
Kenny Way Station
McDonald Way Station
Patton Way Station

Hanks Way Station
King Way Station
Miles Way Station
Sealock Way Station



Large Coast Artillery railway guns are positioned at Hank's Yard, Camp Eustis, World War I.

KILPATRICK SPORTS FIELD

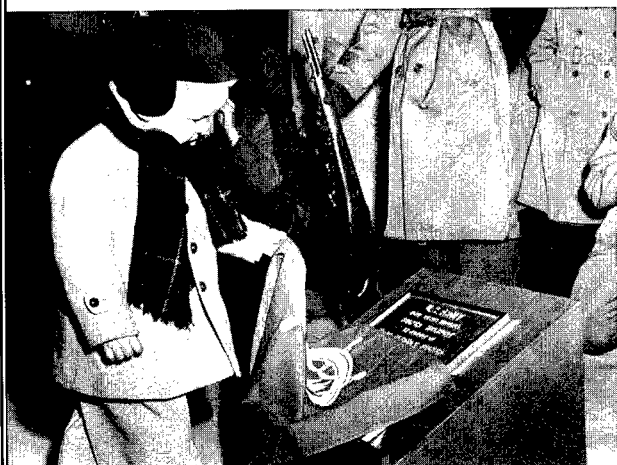
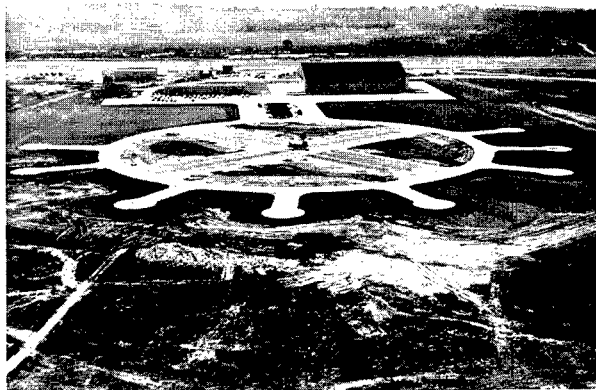
Named in honor of Brigadier General John R. Kilpatrick. Brigadier General Kilpatrick was the commanding officer of the Hampton Roads Port of Embarkation in Newport News, Virginia, from 15 June 1942 to 30 September 1945.



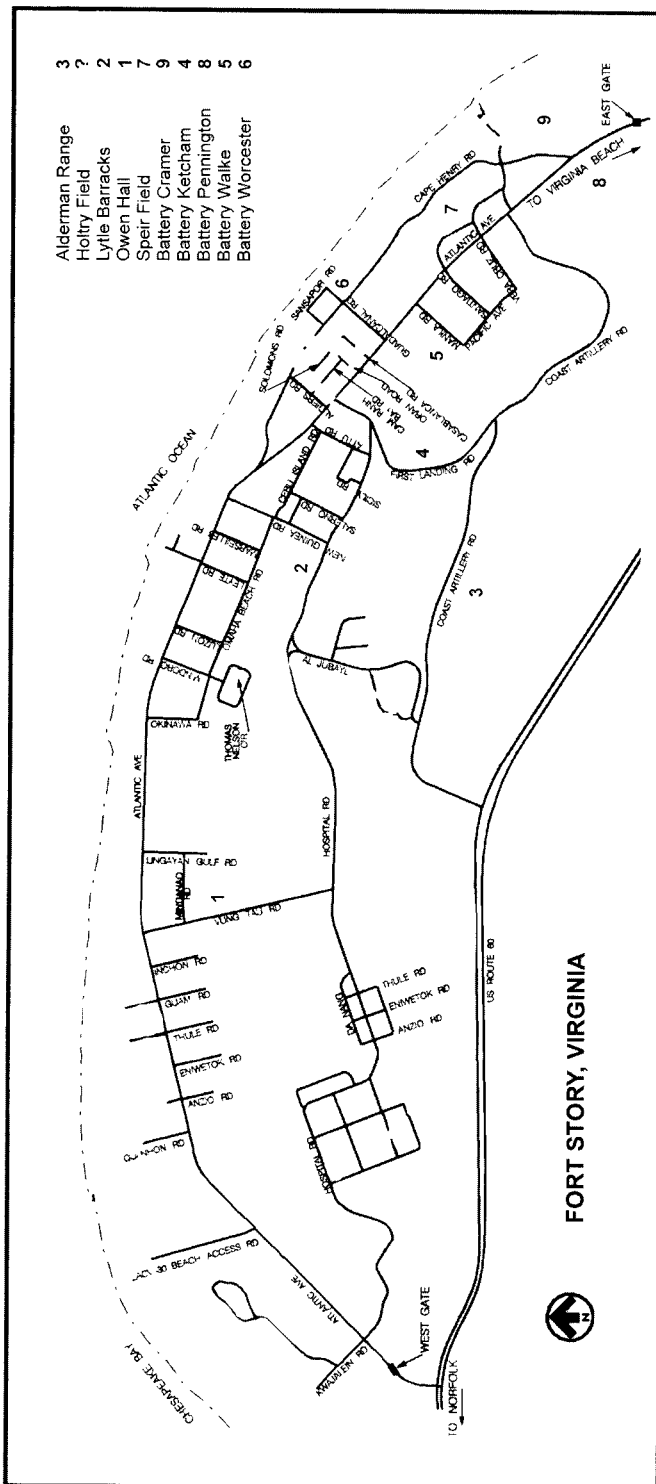
FELKER ARMY AIRFIELD

Named in honor of Warrant Officer Alfred C. Felker (1929-1953). He entered the Army in April 1951 and was enrolled in one of the first Army helicopter pilot courses to be conducted at Fort Sill, Oklahoma. Upon graduation in November 1952, he was assigned to the 506th Transportation Helicopter Company at Fort Benning, Georgia. He died in the line of duty in a helicopter accident near Winterville, Georgia on 10 February 1953, while on an extended cross-country flight.

Felker Army Airfield was originally dedicated Felker Heliport on 10 December 1954. It was the first permanent facility of its type in the United States, designed exclusively for the landing of military helicopters. The wheel-shaped design connects two bisecting 600-foot air strips and eight landing pads. The Heliport also included a 230-by-160-foot hangar and shop area, an operations administration building, a control tower and a large warehouse.



His son, 3-year old son, Alfred C. Felker, Jr., unveiled the memorial plaque in honor of his father. It was redesignated in the 1960s as Felker Army Airfield.

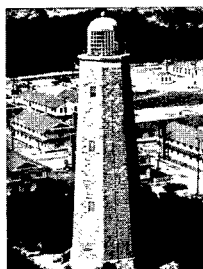


FORT STORY, VIRGINIA



FORT STORY, VIRGINIA

Fort Story became a military installation in 1914 when the state of Virginia gave land to the U. S. government to "erect fortifications." The War Department named it Fort Story, after General John Patten Story, one of the most noted coast artillerymen of his day.



Located on historic Cape Henry, this area witnessed French and British fleets during the American Revolution and Union soldiers during Civil War who guarded the Cape Henry lighthouse. In 1881 a new lighthouse was built to replace the 1782 structure, and in 1902 railroad tracks were laid to support trade and travel in the growing coastal communities.



By 1917, Fort Story became part of the Coastal Defense of the Chesapeake Bay along with Fort Monroe and Fort Wool. After World War I, only a small garrison of troops remained to support the four 16-inch howitzers installed there during the 1920s. During the depression years, the Civilian Conservation Corps planted vegetation and built fencing to stabilize the shifting sand dunes and conceal weapon emplacements.

With the approach of World War II, Fort Story modernized its 16-inch gun batteries, and added new searchlights, an underwater mine field, and radar-guided 90mm cannons. Fort Story was considered the most heavily fortified harbor defense system in the United States.

After the War, Fort Story became the first amphibious training in the United States with the arrival of the 458th Amphibious Truck Company and the famous Army DUKWs - the 2 ¹/₂ ton amphibious trucks. The coastal defense guns and railroad were scraped, and by 1951, the post was transferred to the Transportation Corps at Fort Eustis, and became a permanent installation in 1961.



Fort Story is the home of Army Transportation Corps amphibians, and supports joint service training exercises in ship-to-shore operations. Other post tenants include the Navy, Marine Corps, Coast Guard, and training units of the National Guard and Reserve.

Then Brigadier General Frank Besson, on the right, Commanding General of Fort Eustis and Colonel Thompson, Commanding Officer of Fort Story speak to a soldier on the beach at Fort Story, Virginia, 1953.

***MAJOR GENERAL
JOHN PATTEN STORY***



Fort Story was named in honor of Major General John Patten Story (ca. 1860 - 1915). Major General Story was one of the most noted coast artillerymen of his day. He was commander of Fort Monroe as a colonel from March 1902 to 24 January 1904. He became the chief of Artillery on 29 January 1904, serving until June 1905. During his career, he contributed greatly to the science of gunnery and the development of range finding equipment. Shortly after his death on 25 Mar 1915, the installation named for him was officially designated in War Department General Order No. 31, dated July 1916.

FORT STORY MEMORIALIZATIONS

TRAINING AREAS

Fort Story training area names were recommended by the adjutant of Fort Story in 1990, and follow the theme of famous Army battles. The drop zone and landing zone were named on 10 April 1992. Please note that some lettered training areas no longer exist, and are not listed here. "LOTS" stands for Logistics-Over-The-Shore.

<i>Training Area Purpose</i>	<i>Name</i>	<i>Year of Battle & War</i>
Tactical Bivouac	Five Forks	1865, Civil War
Tactical Bivouac	Battle Mountain	1950, Korean Conflict
Tactical Bivouac	Wilderness	1863, Civil War
Tactical Bivouac	Lookout Mountain	1863, Civil War
Amphibious & LOTS (old Beach Red I)	Utah Beach I	1944, World War II
Amphibious & LOTS (old Beach Red II)	Utah Beach II	1944, World War II
Amphibious & LOTS (old Beach Blue)	Omaha Beach	1944, World War II
Amphibious & LOTS (old Beach Green)	Inchon Beach	1950, Korean Conflict
Boy Scout Hill	Triangle Hill	1952, Korean Conflict
Drop Zone	Normandy	1944, World War II



ALDERMAN TRAINING RANGE

Named in honor of U.S. Navy Chief Warrant Officer Charles David Alderman (1930-1976). Chief Warrant Officer Alderman joined the Navy in September 1950 and started his training in San Diego, California. Beginning as a gunner, he received further training in Metal-Smith "A" School and then became a ship fitter aboard the *USS Everglades*. His next tour was aboard the *USS Yorktown*, where he was introduced to the field of special weapons. In his next permanent duty station at the Naval Weapons Station in Yorktown, Virginia, he was a weapons technician. After successful tours aboard the *USS Randolph* and the *USS Albermarle*, he volunteered for explosive ordnance disposal duty and reported to the Naval School Underwater Swimmers in Key West, Florida, in January of 1962. In 1962, he was sent to Hawaii, where he served in several deployments. While assigned to the Naval Air Station, Alameda, he was promoted to a chief petty officer. In September 1965, he graduated as an Honorman from the Naval School for Deep Sea Diving and Salvage. He returned to sea duty and to the Explosive Ordnance Disposal Group Two at Fort Story. His final assignment was at China Lake for the Weapons Center in California.

OTHER AREAS



SPEIR FIELD

Named in honor of Lieutenant Colonel Frank Speir (1910-1956) Lieutenant Colonel Speir graduated from the Massachusetts Institute of Technology and received his Army Reserve commission in 1932. He was recognized throughout the Army and Navy as a pioneer in the development of amphibious assault craft. He entered the Army's newly formed Engineer Amphibious Command in 1942 and was sent to North Africa in 1943 to introduce a 2-1/2-ton amphibious assault craft to General Mark W. Clark and General George Patton. He instructed the British Eighth Army in landing techniques

prior to the invasions of Sicily and Italy and had the distinction of being the first American soldier to go ashore in the invasion of the continent. Lieutenant Colonel Speir took part in eight major European campaigns during World War II. He was decorated with the Legion of Merit, the Bronze Star, the Purple Heart and British ribbons for services in the North African and Italian campaigns. He later became one of the Transportation Corps most decorated officers during the Korean conflict, receiving the Navy Cross, a second Purple Heart, and the Korean government's Syngman Rhee Medal.

At the time of his death, he was the transportation liaison officer and project engineer in the Research and Development Center of the Army Ordnance Corps Tank and Automotive Command at the Detroit Tank Arsenal.

HOLTRY FIELD

Named in honor of Colonel Clyde A. Holtry (?-1960) in March 1961. Colonel Holtry was a Transportation Corps officer who was dedicated to the active support of Fort Story recreational youth activities.

BATTERY WALKER

Named in honor of General Willoughby Walker (1859-1928). General Walker graduated from the University of Virginia and entered the U.S. Military Academy in 1879. He was commissioned a second lieutenant in the Artillery Corps. He served in the Cuban Campaign and later commanded the Middle Atlantic Coast Artillery District at Fort Totten, New York. General Walker was an authority on explosives and was the author of many books on the subject. He retired in 1923.

BATTERY CRAMER

Named in honor of Lieutenant Colonel Raymond Vincent Cramer. Lieutenant Cramer became a cadet at the U.S. Military Academy on 2 March 1908. After he graduated from the academy in 1912, he became a second lieutenant and was transferred to Fort Monroe. In 1914, he transferred to Fort Scott and then to Fort Mills in the Philippines. In 1916, he was assigned to the Coastal Artillery Corps. He returned to the United States in 1917 to serve as an instructor at the U.S. Artillery Academy at Fort Monroe. There, he was promoted to major in 1923 and became the fort commander of the Harbor Defenses of the Chesapeake Bay in April of 1924. Major Cramer held various student and instructor positions until June 1927, when he graduated as a distinguished graduate from the General Staff School at Fort Leavenworth, Kansas. He then served in a separate Coastal Artillery Brigade at Fort DeRussy, Territory of Hawaii, until 1930. Returning to the states in 1930, he served five years in Washington state and was promoted to the rank of lieutenant colonel in 1935. He graduated from the Army War College in 1936.

BATTERY PENNINGTON

Named in honor of Brigadier General Alexander Cummings McWhorten Pennington (1838-1917). Brigadier General Pennington entered the U.S. Military Academy on 1 July 1855 and achieved the rank of brevet second lieutenant in 1860. He served with distinction during the Civil War as one of the U.S. Volunteers. He was promoted to brigadier general in 1898 and retired in 1899 after more than 40 years of service.

BATTERY KETCHAM

Named in honor of Brigadier General Daniel W. Ketcham. Brigadier General Ketcham entered the service as a cadet at the U.S. Military Academy in 1886 and was promoted to a second lieutenant in 1890. He served as an artillery officer until 1897 and was promoted to first lieutenant in 1898. He was then stationed in Honolulu, Hawaii, until 1901. That year, he was promoted to captain and was assigned to the Coastal Artillery Corps. He then served as an adjutant at the Presidio in San Francisco, California, from 1904 to 1906. In 1908, he was promoted to major. As a lieutenant colonel, in 1914, he was the commander of the Coastal Defenses in Delaware. From February to April 1917, he was the commander of Fort Story. In 1918, he was sent to the American Expeditionary Force and then promoted to a brigadier general. That year, he also graduated from the General Staff College at Langres, France, and became the commander of the 34th Brigade, Coastal Artillery Corps. In 1919, he was the commander of Camp Taylor and then returned to the grade of colonel. He retired that year with 32 years of military service.

BATTERY WORCESTER

Named in honor of Lieutenant Colonel Philip Henry Worcester. Lieutenant Colonel Worcester attended the U.S. Military Academy as a cadet in 1900 and graduated as a second lieutenant in 1904. He served in the Philippine Islands as a Field Artillery officer from 1904 to 1906 and fought in the Moros, Sulu, and Bud Dajo expeditions. In 1907, he was promoted to first lieutenant in Manila and transferred to the Coast Artillery Corps. He returned to the states later that year. He received the Distinguished Service Medal as a temporary colonel of the Coastal Artillery Corps in October of 1918. He then served as an instructor at Fort Leavenworth, Kansas, until 1920. He returned to the rank of captain on 27 April 1920 and was promoted to major for the Coast Artillery Corps on 1 July 1920. He attended the Army War College in 1926. In 1928, he was promoted to lieutenant colonel while assigned to War Department General Staff. In 1939, he was sent to the Philippine Islands.

HOUSING, BUILDINGS, AND STREETS



LYTLE BARRACKS COMPLEX

Named in honor of Colonel David K. Lytle (1943-1989). Colonel Lytle entered active duty in 1965 after graduating from the University of Arizona. He was a graduate of the Command and Staff College and the Naval War College. Among his many assignments, Colonel Lytle commanded the 11th Transportation Battalion at Fort Story and was assigned to the Army Material Command at Chambersburg, Pennsylvania. From June 1987 to August of 1988, he was commander of the 7th Transportation Group, Fort Eustis. Throughout

his military career, he received the Silver Star, the Bronze Star Medal with "V" device, the Vietnam Service Medal with five Oak Leaf Clusters, the Combat Infantry Badge, the Legion of Merit with one Oak Leaf Cluster, the Meritorious Service Medal with three Oak Leaf Clusters and the Parachutist Badge.

OWEN HALL

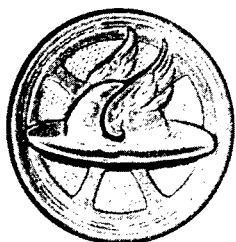
(Building 1081). Named in honor of First Lieutenant James B. Owen (1918-1951) First Lieutenant Owen was commissioned a second lieutenant in the Transportation Corps on 17 January 1944 at Camp Gordon, Florida. From January 1944 to October 1945, he served in various positions in the Transportation Corps and was awarded the Silver Star and Purple Heart. From January 1948 to June 1950, he was an instructor in the Marine Branch of the U.S. Army Transportation School at Fort Eustis. He was assigned to the 3rd Transportation Amphibian Truck Company in Korea and volunteered for a theater detail with the Infantry. In 1951, Lieutenant Owen was the commanding officer of Company C, 38th Infantry Regiment near Tacusan, Korea. While he was charging a hostile position on 26 July 1951, he was seriously wounded when his weapon was blown from his hand. He continued to use grenades to destroy the emplacements but was killed. Until he died, he supervised the evacuation of other wounded. His posthumous awards included the Distinguished Service Cross, the Bronze Star Medal, and the Purple Heart.

AL JUBAYL ROAD

Named in honor of the 368th Transportation Company on 20 July 1993. The 368th was the largest unit within the 11th Transportation Battalion to be deployed from Fort Story during Desert Shield/Desert Storm. The unit remained in country longer than any other transportation unit, and was located in the port city of Al Jubayl.

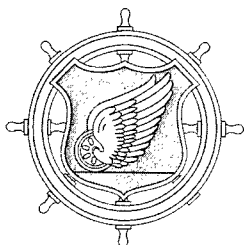
The majority of the streets on Fort Story were named in 1962 for famous Over-The-Shore operations from World War II, such as Leyte, Luzon, Mindinao and Hollandia. A few names come from other historical conflicts as well, such as Santiago from the Spanish-American War and Cam Rahn Bay from the Vietnam conflict.

CORPS INSIGNIA



MOTOR TRANSPORT CORPS

General Order No. 75, dated 15 August 1918 created the Motor Transport Corps. Authorized in September 1918, the bronze insignia consisted of a contemporary spoked truck wheel with Mercury's winged hat superimposed at the center. Officers' insignia was pierced and had a silver tire, and the enlisted insignia had various filled backgrounds. The MTC was disbanded in June 1920.



TRANSPORTATION CORPS INSIGNIA

On 31 July 1942, the Transportation Corps was established by Executive Order No. 9082. The insignia is metallic gold and brick red enamel. Surrounding a ship's steering wheel is a shield representing a U.S. highway marker. Superimposed on the shield is a winged rail wheel on a railroad track. The symbols represent the four major modes of transportation: marine, road, aviation and rail.



TRANSPORTATION CORPS REGIMENTAL INSIGNIA

On 31 July 1986, the Transportation Corps was inducted into the U.S. Army Regimental System. The regimental insignia builds on the original Transportation Corps insignia, superimposing it on the spearhead that symbolizes the spirit of the motto *Spearhead of Logistics* in a ribbon below.

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NOTES

Then Major General Frank S. Besson Jr., Army Chief of Transportation,
boards an Army helicopter for an aerial tour of Okinawa
as part of his visit to the U.S. Army Ryukyu Islands and IX Corps, 1960.

General Besson was the first Transportation Corps officer
to achieve the four-star rank of General.

